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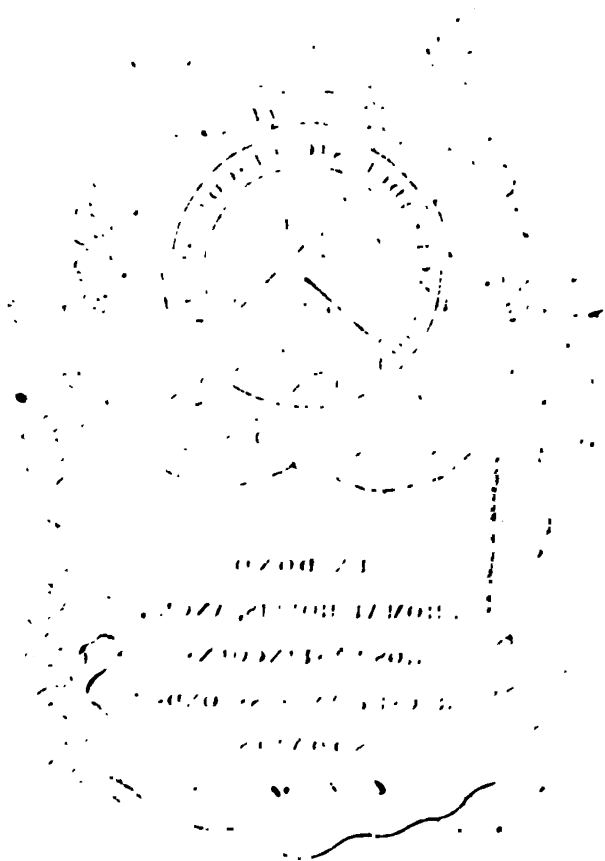
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ACCOUNTS AND PAPERS:

THIRTY VOLUMES.

--(7.)--

N A V Y.

Session

3 December 1857 — 2 August 1858.

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ACCOUNTS AND PAPERS:

1857-58.

THIRTY VOLUMES:—CONTENTS OF THE SEVENTH VOLUME.

N.B.—*THE* Figures at the beginning of the line, correspond with the N° at the foot of each Paper; and the Figures at the end of the line, refer to the MS. Paging of the Volumes arranged for *The House of Commons*.

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NAVAL RECEIPT AND EXPENDITURE.

1856-57.

COPY of an ACCOUNT of the NAVAL RECEIPT and EXPENDITURE, for
the Year ended the 31st March 1857.

(Prepared in pursuance of Act 9 & 10 Vict. c. 92, s. 2.)

*Ordered, by The House of Commons, to be Printed,
5 February 1858.*

COPY of an ACCOUNT of the NAVAL RECEIPT AND EXPENDITURE for the Year

To AMOUNT GRANTED FOR NAVAL SERVICES FOR THE YEAR 1856-57, per Act 19 & 20 Vict. c. 105, under the following Heads :		£.	s.	d.	£.	s.	d.
Vote No. 1. Wages to Seamen and Marines	- - - - -	2,601,922	-	-			
2. Victuals for - ditto	- - - - -	1,167,338	-	-			
3. Admiralty Office	- - - - -	138,399	-	-			
4. Royal Naval Coast Volunteers	- - - - -	20,000	-	-			
5. Scientific Branch	- - - - -	58,982	-	-			
6. Her Majesty's Establishments at Home	- - - - -	153,795	-	-			
7. Her Majesty's Establishments Abroad	- - - - -	36,494	-	-			
8. Wages to Artificers, &c., employed in Her Majesty's Establishments at Home	- - - - -	1,190,309	-	-			
9. Wages to Artificers, &c., employed in Her Majesty's Establishments Abroad	- - - - -	109,913	-	-			
10. Naval Stores, &c., for the Building, &c., of Ships, &c.	- - - - -	3,000,500	-	-			
11. New Works, Improvements and Repairs in the Yards, &c.	- - - - -	864,334	-	-			
12. Medicines and Medical Stores	- - - - -	65,500	-	-			
13. Miscellaneous Services	- - - - -	88,972	-	-			
14. Half Pay, Reserved Half Pay, and Retirement to Officers of the Navy and Royal Marines	- - - - -	655,421	-	-			
15. Military Pensions and Allowances	- - - - -	494,363	-	-			
16. Civil Pensions and Allowances	- - - - -	147,685	-	-			
		10,793,927	-	-			
Transport Service and Prisoners of War	- - - - -	4,977,200	-	-			
Post-Office Department (Packet Service)	- - - - -	756,487	-	-			
		16,527,614	-	-			
To AMOUNT GRANTED ON SUPPLEMENTARY ESTIMATE FOR THE YEAR 1856-57, to provide for additional Expenses of the Navy for that Year, per Act 19 & 20 Vict. c. 105, under the following Heads of the Annual Estimates.							
Vote No. 11. New Works, Improvements, and Repairs in the Yard	- - - - -	40,000	-	-			
13. Miscellaneous Services	- - - - -	1,000	-	-			
		41,000	-	-			
					16,568,614	-	-
					£.	16,568,614	- -

Admiralty, }
27 November 1857. }

We, the Commissioners for Auditing the Public Accounts, do hereby certify, that this Account, transmitted to us in pursuance of the 2d section of the Act 9 & 10 Vict. c. 92, has been examined by Officers under our direction; and that, subject to the observations contained in the accompanying Report to the Lords Commissioners of Her Majesty's Treasury, the above is a correct statement of the Naval

ended 31st March 1857 ; prepared in pursuance of Act 9 & 10 Vict. c. 92, s. 2.

THE EXCESS of 211,820 *l.* 3*s.* 4*d.*, shown on the Account of Naval Receipt and Expenditure for the Financial Year ended the 31st March 1856, has been defrayed out of the Vote for the Extraordinary Expenses of the War with Russia, under Act 19 & 20 Vict., c. 105, s. 15, and the Amount was transferred to the Credit of Naval Services on the 29th November 1856, agreeably with the authority of the Lords of the Treasury, as signified by Sir C. E. Trevelyan's letter of the 26th November 1856.

Vota. No.		EXPENDITURE, in 1856-57.			GRANTS (including the Supplementary Estimates).		
		£.	s.	d.	£.	s.	d.
NAVY EFFECTIVE SERVICES :							
1	BY Wages to Seamen and Marines	2,552,053	4	10	2,601,922	-	-
2	„ Victuals for - ditto	849,675	4	9	1,167,338	-	-
3	„ Admiralty Office	144,426	9	9	138,399	-	-
4	„ Royal Naval Coast Volunteers	9,090	2	9	20,000	-	-
5	„ Scientific Branch	60,155	2	11	58,982	-	-
6	„ Her Majesty's Establishments at Home	155,172	4	4	153,795	-	-
7	„ Her Majesty's Establishments Abroad	30,773	8	5	36,494	-	-
8	„ Wages to Artificers, &c., employed in Her Majesty's Establishments at Home	1,128,833	6	4	1,190,309	-	-
9	„ Wages to Artificers, &c., employed in Her Majesty's Establishments Abroad	79,330	11	7	109,913	-	-
10	„ Naval Stores, &c., for the Building, &c., of Ships, &c.	3,516,952	8	9	3,000,500	-	-
11	„ New Works, Improvements and Repairs in the Yards, &c.	891,889	11	5	904,334	-	-
12	„ Medicines and Medical Stores	46,428	16	2	65,500	-	-
13	„ Miscellaneous Services	136,354	19	3	89,972	-	-
NAVY NON-EFFECTIVE SERVICES :							
14	„ Half Pay, Reserved Pay, and Retirement to Officers of the Navy and Royal } Marines	671,891	3	5	655,421	-	-
15	„ Military Pensions and Allowances	495,086	12	-	494,363	-	-
16	„ Civil Pensions and Allowances	137,830	15	7	147,685	-	-
SERVICE OF OTHER DEPARTMENTS :							
	„ Transport Service and Prisoners of War	3,009,181	1	6	4,977,200	-	-
	„ Post-Office Department (Packet Service)	748,956	1	1	756,487	-	-
		14,664,081	4	10	16,568,614	-	-
	By Amounts written off as Irrecoverable, being the Balances due by the following Accountants : viz.						
	Mr. R. Collins (deceased), late Clerk in Charge " Bonetta"	£.	s.	d.			
		-	80	14	1		
	„ C. N. Wright, late Acting Paymaster, " Calliope"	-	351	14	4		
		432	8	5	-		
		14,664,513	13	3	16,568,614	-	-
	„ Balance of Votes Unappropriated	1,904,100	6	9	-		
		£.	16,568,614	-	16,568,614	-	-

Vide Explanations of the causes of the excesses on the other side.

Vide Explanations of the causes of the excesses on the other side.

(signed) R. M. Bromley,
Accountant-General of the Navy.

Naval Receipt and Expenditure for the year ended 31st March 1857, as compared with the Account Books and Vouchers, and other documents from which the Books are prepared.

Dated at the Audit Office, this 27th day of January 1858.

Edward Romilly.
Charles Ross.
W. L. Maberly.

(Examined.)
Charles Vine,
Inspector in charge of Naval and Military Accounts.

EXPLANATIONS of the CAUSES of the EXCESSES on the preceding Account.

VOTE No. 3.

ADMIRALTY OFFICE	-	-	-	-	-	-	£. 6,027	9	9
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The excess under this Vote arises from its having been found necessary to continue to the end of the Financial Year the increase to the Temporary Clerical force of the Admiralty Departments, as well as the Superintending Staff, in order to clear off the arrears of business consequent upon the War, and by the corresponding employment of additional temporary Messengers to meet the requirements of the Office; from heavy Travelling Expenses having been incurred in the inspection of the progress in the building of Mortar Vessels and Steam Floating Batteries; from allowances to Clerks, on their return from the Out-ports, upon the abolition of the Admiralty and Pay Offices, by the appointment of Naval Accountants; from the Rent and Taxes payable upon Houses occupied by Members of the Board in lieu of their Official Residences in the Admiralty Building, which have been appropriated for Office purposes; and from increased Law Charges, arising chiefly out of the purchase of Land.

VOTE No. 5.

SCIENTIFIC BRANCH	-	-	-	-	-	-	£. 1,173	2	11
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This excess has been occasioned chiefly by the settlement of a claim, unusually large, preferred by the Stationery Office, for the value of Paper, &c., supplied for the Printing of the Nautical Almanack, the increasing demand by the public rendering it necessary to publish a greater number of that Work, the proceeds of the Sale of which are not available in aid of the Vote, being paid into the Exchequer as Naval Extra Receipt Money:—The number of Copies sold in 1856-57 was 18,908, and the amount realised by the sale 2,010*l.* 16*s.* 2*d.* The remaining excess under this head arises from a larger Expenditure to provide Charts for the Allied Fleets in the Baltic and Black Seas than was contemplated when the Estimates were framed.

VOTE No. 6.

HER MAJESTY'S ESTABLISHMENTS AT HOME	-	-	£. 1,377	4	4
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The excess under this Vote arises from large Payments on account of Travelling Charges and Subsistence Money to Shipwright Officers detached from their respective Yards, superintending the building of Mortar Vessels and Steam Floating Batteries by private contract.

VOTE No. 10.

NAVAL STORES, &c.	-	-	-	-	-	-	£. 516,452	8	9
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The excess under this Vote was caused by the additional Steam Vessels with their Machinery, Mortar Boats and Steam Floating Batteries required for the operations in the Baltic, for which the Lords of the Treasury authorised an additional Expenditure. The excess on Naval Stores arises from larger supplies of Coals having been required for the Steam Navy than were estimated; from purchases of Canvas, Copper, Hemp, and other Stores required for the Service beyond the quantities provided for in the Estimate; and from Repairs and Fittings of Ships in other than Her Majesty's Dock Yards (at Constantinople and elsewhere), not contemplated when the Estimates were prepared.

VOTE No. 13.

MISCELLANEOUS SERVICES - - - - - £.46,382 19 3

The excess on this Vote has been occasioned by more having been Paid than Voted for Passages of Naval Officers and Seamen; from advances made to the Master of the Mint to meet the expenses of preparing the Baltic Medals (20,000 *l.*), for which no provision was taken specially, but the payment was sanctioned by the Lords of the Treasury; from numerous payments on account of damage done by Her Majesty's Ships to Merchant Vessels, including two large awards of 3,509 *l.* and 3,632 *l.* to the owners of the "Mentor" and "Soubahdar" for compensation for damage done to those Vessels by collision with Her Majesty's Ships "Gorgon" and "Inflexible;" for increased expense of raising Volunteers for the Navy; and for other miscellaneous charges, the principal of which are as follows: damages and costs in connexion with the blockade in the Baltic, and illegal detention of Russian Prizes (6,135 *l.*); compensation to owners of the Steamer "Puffin," for her loss when endeavouring to recover the Guns of Her Majesty's Ship "Hecate," at Lagos (5,070 *l.*); expenses of providing refreshments for the Members of both Houses of Parliament and Public Departments, &c. at the Naval Review (3,933 *l.*); commission paid to the Bank of England for transmission of money to the ports (1,375 *l.*); compensation for the destruction of Private Property at Kertch (500 *l.*); and gratuities to temporary clerks on their discharge (860 *l.*)

VOTE No. 14.

HALF PAY - - - - - £. 16,470 3 5

This excess is caused by increased claims for Half Pay, owing to paying off Ships on reduction of the Fleet, and from promotions upon removal to the Active List of Half Pay.

VOTE No. 15.

MILITARY PENSIONS, &c. - - - - - £. 723 12 -

The net excess under this Vote arises from the Expenditure on account of Out-Pensions of Greenwich Hospital having exceeded the Grant by 16,389 *l.* 12 *s.* 5 *d.*, the number of Pensioners and their Rates of Pensions having both been increased on the conclusion of the War with Russia. This excess has been approved by the Lords of the Treasury. The savings under other heads of the Vote have reduced the amount to this net excess.

BALANCES IRRECOVERABLE - - - - - £. 432 8 5

Balance due from the late Mr. Robert Collins, as Clerk in charge of Her Majesty's Ship "Bonetta," there being no sureties or personal estate from which the amount could be recovered (80 *l.* 14 *s.* 1 *d.*); also, from Mr. C. N. Wright, late Acting Paymaster of Her Majesty's Ship "Calliope," after recovering the amount of his bond from his sureties (351 *l.* 14 *s.* 4 *d.*).

N.B.—The application of so much of the Surplus under Votes Nos. 1, 2, 4, 7, 8, 9, 11, 12, and 16, and those for the Transport Service and Prisoners of War, and the Post Office Department, as is required to cover the deficiencies on the Grants for the services above-mentioned, has been sanctioned with reference to the provisions of the 30th clause of the Act 19 & 20 Victoria, c. 105.

(signed) *R. M. Bromley,*
Accountant-General of the Navy.

M E M O R A N D U M.

THE Old Store and Extra Receipt Monies for the Year 1856-57, amounting to 347,905 *l.* 7 *s.* 8 *d.* (as brought to account under the following detailed Heads), have been paid over to the Exchequer, in conformity with the Treasury Minute of 2 May 1848, instead of being appropriated, as heretofore, on the Navy Estimates.

HEADS OF OLD STORE AND EXTRA RECEIPT MONIES.	Amount of Old Store Monies.	Amount of Extra Receipts.	TOTAL.	Votes of the Navy Estimates under which formerly Appropriated.
	£. s. d.	£. s. d.	£. s. d.	
Passages in Her Majesty's Steam Vessels - - -	- - -	187 11 1	19,446 2 10	No. 1.
Old Seamen's Clothing, Marine Stores, &c. (Sales) -	10,492 13 5	- - -		
Repayments for Seamen's Clothing, &c. (Supplies) -	- - -	2,498 19 7		
Discharges of Seamen and Marines - - -	- - -	6,266 18 9		
£.	10,492 13 5	8,953 9 5		
Old Stores, Victualling (Sales) - - -	51,484 15 8	- - -	51,484 15 8	No. 2.
Sales of Charts and Nautical Almanacks - - -	- - -	6,408 13 -	6,908 12 3	No. 5.
Instruction of Marine Cadets - - -	- - -	499 19 3		
Barrack Rents (Rents of Canteens and Shops) - -	- - -	1,334 14 6	1,334 14 6	No. 6.
Sale of Dockyard Brigade and Police Clothing - -	95 18 8	- - -	95 18 8	No. 8.
Old Stores, Naval (Sales) - - -	24,551 7 1	- - -	197,974 10 5	No. 10.
Proceeds of the Sale of Old Ships - - -	8,659 8 10	- - -		
Sale of Ships - - -	- - -	10,750 - -		
Per-centage on Cabin and Superintendents' Furniture; for its use - - -	- - -	894 19 10		
Repayments, Naval (Supplies of Stores) - - -	- - -	153,118 14 8		
£.	33,210 15 11	164,763 14 6		
Old Stores, Medical (Sales) - - -	340 19 10	- - -	1,345 16 3	No. 12.
Repayments, Medical (Supplies of Stores) - - -	- - -	1,004 16 5		
Penalties, Fines, &c. - - -	- - -	5,069 19 11	14,668 5 2	No. 13.
Sale of Naval Property - - -	- - -	5,485 19 5		
Rents of Naval Premises - - -	- - -	3,121 17 6		
Per-centage on Port Admirals' Furniture; for its use -	- - -	177 17 6		
Miscellaneous Receipts - - -	- - -	812 10 10		
£.	-	14,668 5 2		
Superannuation Fund (Contributions to) - - -	- - -	6,348 11 10	6,348 11 10	No. 16.
Old Stores, Transport Service (Sale of Stores) - -	9,148 15 -	- - -	48,298 - 1	Transport Ser- vice and Pri- soners of War.
Repayments, Transport Service (Victualling Troops on board Her Majesty's Ships, &c.) - - -	- - -	39,149 5 1		
Old Store Monies - - -	£. 104,773 18 6		£. 347,905 7 8	
Extra Receipts - - -	- 243,131 9 2			

(Examined)
Charles Vine.

(signed) R. M. Bromley,
Accountant-General of the Navy.

REPORT of the COMMISSIONERS OF AUDIT on the foregoing Account.

(No. 52.)

My Lords,

Audit Office, 27 January 1858.

We beg leave to transmit the accompanying copy of an Account of the Receipt and Expenditure for Naval Services, for the year ended 31st March 1857, forwarded to us by the Lords Commissioners of the Admiralty, in pursuance of the 2d section of the Act 9 & 10 Vict. c. 92, and examined by officers under our directions.

The total sum appropriated by the Act 19 & 20 Vict. c. 105, for Naval Services, in the year 1856-57, was 16,568,614*l.*, and the Total Expenditure in that year is shown by the accompanying Account to have been 14,664,513*l.* 13*s.* 3*d.*

It will be perceived from this Account that the Expenditure under the following heads has exceeded the amount voted by the sum of 589,039*l.* 8*s.* 10*d.*; viz.:

Vote.	£.	s.	d.
3. Admiralty Office - - - - -	6,027	9	9
5. Scientific Branch - - - - -	1,173	2	11
6. Establishments at Home - - - - -	1,377	4	4
10. Naval Stores - - - - -	516,452	8	9
13. Miscellaneous Services - - - - -	46,382	19	3
14. Half Pay - - - - -	16,470	3	5
15. Military Pensions and Allowances - - - - -	723	12	-
Balances Irrecoverable - - - - -	432	8	5
	£.	589,039	8 10

And there is a surplus of 2,493,139*l.* 15*s.* 7*d.* under other heads;
viz.:

Vote.	£.	s.	d.
1. Wages to Seamen and Marines - - - - -	49,868	15	2
2. Victuals for Seamen and Marines - - - - -	317,662	15	3
4. Royal Naval Coast Volunteers - - - - -	10,909	17	3
7. Establishments Abroad - - - - -	5,720	11	7
8. Wages at Home - - - - -	61,475	13	8
9. Wages Abroad - - - - -	30,582	8	5
11. New Works and Repairs - - - - -	12,444	8	7
12. Medicines and Medical Stores - - - - -	19,071	3	10
16. Civil Pensions and Allowances - - - - -	9,854	4	5
Transport Service and Prisoners of War - - - - -	1,968,018	18	6
Post-Office Department - - - - -	7,530	18	11
	£.	2,493,139	15 7

Of the gross surplus of 2,493,139*l.* 15*s.* 7*d.*, the sum of 589,039*l.* 8*s.* 10*d.* has been applied to make good under the authority of your Lordships' warrant, signifying Her Majesty's pleasure to that effect, the deficiencies before stated, and the portion of the naval grants of 1856-57, reported as unappropriated, is therefore 1,904 100*l.* 6*s.* 9*d.*

A statement of the foregoing differences between the estimated Amounts and the actual Expenditure will also be found subjoined.

We beg to state that the following charges have been made against the Votes for Transport Services in respect of expenses incurred on account of the Turkish and Sardinian Governments, which the Lords of the Admiralty have directed shall not be charged against those Governments.

	£.	s.	d.
Messing Expenses of Turkish and Sardinian Officers on board Transports - - - - -	4,646	16	2
Passages of Turkish Officers on board Transports - - - - -	5	-	-
Passages of Turkish Troops on board Transports - - - - -	28	15	9
Victualling Turkish and Sardinian Troops on board Transports -	439	12	7
£.	5,120	4	6
Applicable to—	£.	s.	d.
The Turkish Government - - - - -	443	19	6
The Sardinian Government - - - - -	4,676	5	-
£.	5,120	4	6

We have ascertained that the amount of old store and extra receipt monies, as shown in the Memorandum attached to the Account, has been paid into the Exchequer, as follows:

	£.	s.	d.
July - 1856 - - - - -	53,072	19	9
October „ - - - - -	74,714	18	-
February 1857 - - - - -	140,953	10	7
May - „ - - - - -	79,163	19	4
£.	347,905	7	8

We have to add, that certain payments, amounting in the aggregate to 31*l.* 5*s.* 11*d.*, though included in the accompanying Account, will form the subject of future adjustment in the Account of the Paymaster-general, to which they relate.

In transmitting the accompanying Account, we think it right to enclose copies of the correspondence which has taken place between the Board and the Admiralty respecting the mode of accounting for expenditure incurred under a supplementary estimate, the same having been separately introduced into the Act 19 & 20 Vict., c. 105, and as in this particular case the expenditure can be readily shown, we have annexed a statement thereof, so that a comparison between the grants included in the Appropriation Act and the actual expenditure may be made.

No. 11. NEW WORKS, IMPROVEMENTS, AND REPAIRS.

	Estimate.	Expenditure.	Expended Less than Voted.
	£. s. d.	£. s. d.	£. s. d.
For the purchase of Ground, for the purpose of extending Her Majesty's Dockyard at Deptford, and for the erection of a Fence Wall -	40,000 - -	35,515 19 -	4,484 1 -

No. 13. MISCELLANEOUS SERVICES.

For rewards for Services against Pirates (under Act 13 & 14 Vict. c. 26), viz.:—			
To the Officers and Crew of Her Majesty's ship "Prometheus," for services against Riff Pirates - - - - -	1,000 - -	1,000 - -	—

We have, &c.

To the Lords Commissioners of
Her Majesty's Treasury,
&c. &c. &c.

(signed) *Edward Romilly.*
Charles Ross.
W. L. Maberly.

STATEMENT of the Amounts by which the NAVAL EXPENDITURE has fallen short of, or exceeded the Sums Voted for the Year 1856-57.

Number of Vote.	HEADS OF SERVICE.	EXPENDED.			
		Less than Voted.		More than Voted.	
		£.	s.	d.	£. s. d.
1	Wages to Seamen and Marines - - - - -	49,868	15	2	—
2	Victuals for ditto - - - - -	317,662	15	3	—
3	Admiralty Office - - - - -	—	—	—	6,027 9 9
4	Royal Naval Coast Volunteers - - - - -	10,909	17	3	—
5	Scientific Branch - - - - -	—	—	—	1,173 2 11
6	Establishments at Home - - - - -	—	—	—	1,377 4 4
7	Establishments Abroad - - - - -	5,720	11	7	—
8	Wages at Home - - - - -	61,475	13	8	—
9	Wages Abroad - - - - -	30,582	8	5	—
10	Naval Stores - - - - -	—	—	—	516,452 8 9
11	New Works and Repairs - - - - -	12,444	8	7	—
12	Medicines and Medical Stores - - - - -	19,071	3	10	—
13	Miscellaneous Services - - - - -	—	—	—	46,382 19 3
14	Half Pay - - - - -	—	—	—	16,470 3 5
15	Military Pensions and Allowances - - - - -	—	—	—	723 12 -
16	Civil Pensions and Allowances - - - - -	9,854	4	5	—
	Transport Service and Prisoners of War - - - - -	1,968,018	18	6	—
	Post-Office Department - - - - -	7,530	18	11	—
	Balances Irrecoverable - - - - -	—	—	—	432 8 5
		£. 2,493,139	15	7	589,089 8 10
	Net Saving on the aggregate Grants - - - - -	£. 1,904,100	6	9	

(No. 1963.)

Sir,

Audit Office, 23 December 1857.

WITH reference to your letter of the 28th ultimo, transmitting, in conformity with the Act 9 & 10 Vict. c. 92, s. 2, an account of Naval Receipt and Expenditure for the year ended 31 March 1857, I am directed by the Commissioners for Auditing the Public Accounts to request that you will lay before the Lords Commissioners of the Admiralty the following observations:

A Supplementary Estimate, dated 5th May 1856, was submitted by the Navy for the following Services:

No. 11. NEW WORKS, &c.

For the purchase of Ground for the purpose of extending Her Majesty's Dockyard at Deptford, and for the erection of a Fence Wall, &c. - - - £. 40,000 - -

No. 13. MISCELLANEOUS SERVICES.

For rewards to the Officers and Crew of Her Majesty's ship "Prometheus," for services against Riff Pirates - - - - - £. 1,000 - -

It has been usual, under similar circumstances, to add the Amounts Voted on Supplementary Estimates to the Votes originally taken, and to show, in the Appropriation Act, the aggregate Amount under each Grant; but in the present case the two items in the Supplementary Estimate have been separately introduced into the Appropriation Act, as separate and distinct Grants.

The Amount of the Supplementary Estimate is separately shown on the Debit side of the Naval Account; but the Expenditure in respect thereof is merged in the general Expenditure under Votes 11 and 13 on the Credit side of the Account.

The Commissioners are aware that in many cases it would be impracticable to separate the expenditure incurred under the original Estimate from that incurred under the supplementary

mentary one; but in the present case that difficulty does not, as they conceive, exist, since the Grants are for services which are specifically defined; they propose, therefore, to notice this circumstance in reporting the Account to the Treasury.

R. Osborne, Esq., M.P.,
Admiralty.

I have, &c.
(signed) C. Macaulay,
Secretary.

Gentlemen,

Admiralty, 7 January 1858.

WITH reference to your Secretary's letter of the 23d ultimo, wherein it is stated that you propose, in reporting upon the Parliamentary Naval Account for 1856-57 to the Treasury, to notice the circumstance that the expenditure on account of the Supplementary Grants, hereafter particularly referred to, has not been shown distinctly therein, I am commanded by my Lords Commissioners of the Admiralty to furnish you with the following reply to the query you have thus raised upon the Navy Account for 1856-57, now before you, with a view to the same being laid before Parliament. As stated by you, a Supplementary Estimate was submitted to Parliament on the 5th May 1856 to meet the Additional Expenses for the Navy, beyond the original Estimates under the following Votes for the year 1856-57; viz. under No. 11, New Works, &c., 40,000*l.*, for the purchase of Land at Deptford; under No. 13, Miscellaneous Services, 1,000*l.*, for Rewards for Services against Pirates.

And that these sums were so regarded, in aid of the original Grants, may be inferred from the Votes of the House of Commons of the 13th of June 1856, No. 79, wherein these Grants are not shown as distinct from the ordinary Navy Votes, but are taken in succession; that, for 40,000*l.*, Vote No. 11, following the Store Vote, No. 10, and the Grant of 1,000*l.*, Vote No. 13, after that for Medicines, Vote No. 12.

In accordance with the practice which has been hitherto observed in the preparation of the Annual Parliamentary Navy Account, these Supplementary Grants were shown distinctly on the face of the Account for 1856-57; and so far the record of the several Naval Grants was in strict conformity with the letter of the Appropriation Act; but as this Act is only a recapitulation of the several Grants as Voted by Parliament, being an *ex post facto* law confirming the daily Votes of the House of Commons, it was considered that these Supplementary Grants were but further items of the Ordinary Votes of the Navy, of which they were in aid, and therefore it was not necessary to show the Expenditure separate in the Navy Account so far as relates to those particular items of the Votes; moreover, as a principle, it would be impracticable, except in very rare instances, to show the Expenditure of Supplementary Votes distinct from that of the Ordinary Grants for Naval Services.

It is, however, to be observed, that in the detailed Naval Account laid before Parliament, the Expenditure for the purchase of Land at Deptford would be contrasted with the Supplementary Vote in question, and the Expenditure on account of Rewards for Services against Pirates would likewise be contrasted with the Amount inserted under that head in the General Navy Estimates, including the Supplementary Vote.

The Commissioners for
Auditing Public Accounts,
&c. &c. &c.

I am, &c.
(signed) W. G. Romaine.

NAVAL RECEIPT AND EXPENDITURE.

1866-67.

**COPY of an Account of the NAVAL RECEIPT
and EXPENDITURE, for the Year ended the
31st March 1867.**

(Prepared in pursuance of Act 9 & 10 Vict. c. 99, s. 2.)

**Ordered, by The House of Commons, to be Printed,
5 February 1868.**

37.

Under 2 oz.

N A V Y.

RETURN to an Order of the Honourable The House of Commons,
dated 6 May 1858;—for,

A RETURN “ of the Number of SEAMEN, and PETTY OFFICERS of the ROYAL NAVY and MARINES, who allot a Portion of their PAY for the SUPPORT of their FAMILIES and others; and showing the Place of Residence of such Persons.”

Admiralty, }
19 May 1858. }

C. H. PENNELL,
Chief Clerk.

RETURN of the Number of SEAMEN and PETTY OFFICERS of the ROYAL NAVY and MARINES, who allot a Portion of their PAY for the SUPPORT of their FAMILIES and others; and showing the Place of Residence of such Persons.

	No.
Allotments payable in England, Wales, the Channel Islands, &c. -	16,280
Ditto - - in Ireland - - - - -	1,281
Ditto - - in Scotland - - - - -	442
TOTAL - -	18,003

Note.—The precise residences of the persons allotted to, cannot be given, but the places where the allotments are payable, which indicate the localities where the families, &c., of the men reside, are the following :—

ENGLAND, WALES, & c.

	No.		No.
Aberystwith - - - - -	4	Chepstow - - - - -	1
Arundel - - - - -	43	Chester - - - - -	9
Barnstaple - - - - -	88	Colchester - - - - -	30
Bath - - - - -	77	Coventry - - - - -	23
Bedford - - - - -	29	Cowes - - - - -	63
Berwick - - - - -	8	Dartmouth - - - - -	42
Bideford - - - - -	8	Deal - - - - -	33
Birmingham - - - - -	30	Deptford - - - - -	207
Blandford - - - - -	50	Devonport - - - - -	5,361
Bolton - - - - -	13	Dover - - - - -	65
Boston - - - - -	1	Durham - - - - -	5
Brentford - - - - -	47	Exeter - - - - -	238
Bridgewater - - - - -	11	Falmouth - - - - -	199
Bridport - - - - -	48	Faversham - - - - -	17
Brighton - - - - -	196	Fleetwood - - - - -	1
Bristol - - - - -	90	Folkestone - - - - -	29
Cardiff - - - - -	14	Fowey - - - - -	36
Cardigan - - - - -	2	Gainsborough - - - - -	1
Carlisle - - - - -	8	Gloucester - - - - -	27
Caermarthen - - - - -	12	Goole - - - - -	1
Caernarvon - - - - -	9	Grantham - - - - -	15
Cambridge - - - - -	18	Guernsey - - - - -	27
Canterbury - - - - -	62		
Chatham - - - - -	598		

	No.		No.
Halifax - - - -	26	Portsmouth - - - -	4,389
Hartlepool - - - -	5	Preston - - - -	13
Harwich - - - -	30	Ramsgate - - - -	72
Hereford - - - -	6	Reading - - - -	32
Hull - - - -	111	Rye - - - -	39
Isle of Man - - - -	81	St. Ives - - - -	2
Ipswich - - - -	30	Salisbury - - - -	52
Jersey - - - -	110	Scarborough - - - -	1
Lancaster - - - -	3	Sheerness - - - -	388
Leeds - - - -	29	Sheffield - - - -	13
Leicester - - - -	24	Shields - - - -	11
Lichfield - - - -	6	Shoreham - - - -	37
Lincoln - - - -	7	Shrewsbury - - - -	2
Liverpool - - - -	199	Southampton - - - -	321
Llanelly - - - -	2	Stafford - - - -	13
London - - - -	880	Stockton - - - -	1
Lowestoft - - - -	2	Stourbridge - - - -	13
Lyme - - - -	30	Sunderland - - - -	10
Lynn - - - -	22	Swansea - - - -	4
Maidstone - - - -	172	Taunton - - - -	85
Maldon - - - -	10	Teignmouth - - - -	67
Manchester - - - -	46	Truro - - - -	86
Milford - - - -	32	Ware - - - -	29
Newcastle - - - -	21	Warrington - - - -	9
Newhaven - - - -	8	Wells (Norfolk) - - - -	4
Newport (Monmouth) - - - -	11	Welshpool - - - -	4
Northampton - - - -	16	Weymouth - - - -	80
Norwich - - - -	46	Whitby - - - -	1
Nottingham - - - -	24	Whitehaven - - - -	1
Oxford - - - -	18	Wisbeach - - - -	4
Padstow - - - -	6	Woodbridge - - - -	5
Pembroke - - - -	54	Woolwich - - - -	442
Penzance - - - -	22	Worcester - - - -	23
Poole - - - -	40	Yarmouth - - - -	36
		York - - - -	16
		TOTAL - -	16,280

IRELAND.

	No.		No.
Athlone - - - -	3	Londonderry - - - -	17
Ballina - - - -	2	Naas - - - -	4
Bandon - - - -	14	Newry - - - -	27
Belfast - - - -	50	Ross - - - -	1
Birr - - - -	4	Skibbereen - - - -	79
Coleraine - - - -	10	Sligo - - - -	5
Cork - - - -	798	Strangford - - - -	5
Drogheda - - - -	8	Tralee - - - -	18
Dublin - - - -	133	Waterford - - - -	21
Galway - - - -	27	Westport - - - -	4
Haulbowline - - - -	13	Wexford - - - -	21
Limerick - - - -	17	TOTAL - -	1,281

SCOTLAND.

	No.		No.
Aberdeen - - - -	19	Kirkaldy - - - -	13
Alloa - - - - -	2	Kirkwall - - - - -	1
Arbroath - - - -	3	Leith - - - - -	23
Ayr - - - - -	10	Lerwick - - - - -	1
Banff - - - - -	4	Linlithgow - - - -	5
Borrowstoness - - - -	1	Montrose - - - - -	7
Campbeltown - - - -	10	Mull - - - - -	3
Dumfries - - - - -	5	Orkney - - - - -	1
Dundee - - - - -	18	Perth - - - - -	11
Edinburgh - - - - -	28	Port Glasgow - - - -	1
Elgin - - - - -	5	Stirling - - - - -	3
Fort William - - - -	1	Skye - - - - -	1
Glasgow - - - - -	116	Stornoway - - - - -	16
Grangemouth - - - -	1	Stranraer - - - - -	5
Greenock - - - - -	86	Thurso - - - - -	1
Haddington - - - - -	3	Wick - - - - -	8
Inverness - - - - -	27	Wigtown - - - - -	2
Irvine - - - - -	1		
		TOTAL - - - -	442

Admiralty, }
18 May 1858. }

R. M. Bromley,
Accountant-General of the Navy.

N A V Y.

**RETURN of the Number of SEAMEN and PETTY
OFFICERS of the ROYAL NAVY and MARINES
who allot a Portion of their Pay for the Support
of their Families and others; and showing the
Place of Residence of such Persons.**

(Lord Clarence Paget.)

*Ordered, by The House of Commons, to be Printed,
28 May 1858.*

295.

Under 1 oz.

ANCHORS.

RETURN to an Order of the Honourable The House of Commons,
dated 22 April 1858;—*for*,

COPY “of any ORDERS or REGULATIONS which may have been issued or made by the Board of Admiralty, on the subject of the ANCHORS furnished for the use of HER MAJESTY’S SHIPS, since the Year 1851 :”

“RETURNS of the Number of TROTMAN’S ANCHORS which have been supplied to HER MAJESTY’S SHIPS since that Year; with Copy of any REPORTS thereon :”

“And, of the Number of TROTMAN’S ANCHORS, and of ANCHORS upon the OLD CONSTRUCTION, now in Store in HER MAJESTY’S DOCKYARDS.”

Admiralty, }
3 June 1858. }

ROBERT S. EVANS,
pro Chief Clerk.

— No. 1. —

COPIES of ORDERS or REGULATIONS which have been issued or made by the Board of Admiralty, on the subject of the ANCHORS furnished for the use of HER MAJESTY’S SHIPS since the Year 1851.

NOT any Orders or Regulations have been issued or made by the Board of Admiralty, on the subject of the Anchors furnished for the use of Her Majesty’s Ships since the year 1851.

The measures taken with reference to the Report, dated the 1st February 1853, of the Committee appointed by the Admiralty, to test the strength and other properties of Anchors, are still in course of experiment.

Admiralty, }
2 June 1858. }

R. Dundas.

— No. 2. —

RETURN of the Number of TROTMAN’S ANCHORS which have been supplied to HER MAJESTY’S SHIPS since the Year 1851, and Reports received thereon.

ONE supplied to Her Majesty’s Yacht “Victoria and Albert,” on application by letter, dated 7th May 1855, from the Captain.

Not any Report on this Anchor has been received.

Admiralty, }
2 June 1858. }

R. Dundas.

— No. 3. —

RETURN of the Number of TROTMAN’S ANCHORS and of ANCHORS upon the OLD CONSTRUCTION now in Store in HER MAJESTY’S DOCK YARDS.

[*Mem.*—The Admiralty anchors herein shown are of the Plan of 19th August 1840, or as experimentally altered according to the suggestions in the Report, pages 10 and 11, of 1 February 1853, of the Anchor Committee at Sheerness; and the Anchors in store on Plans adopted prior to that of the 19th August 1840 are not included.]

TROTMAN’S ANCHORS - - - - - Not any in store.

ANCHORS on the ADMIRALTY PLAN.

Wood Stocked:		Iron Stocked:		Wood Stocked:		Iron Stocked:	
Of 103 cwt.	No.	Of 58 cwt.	No.	Of 64 cwt.	No.	Of 22 cwt.	No.
102 " - -	3	57 " - -	6	68 " - -	7	21 " - -	23
101 " - -	6	56 " - -	4	62 " - -	22	20 " - -	44
100 " - -	12	55 " - -	2	61 " - -	7	19 " - -	17
99 " - -	10	54 " - -	2	59 " - -	2	18 " - -	41
98 " - -	6	53 " - -	2	58 " - -	1	17 " - -	5
97 " - -	5	52 " - -	4	57 " - -	2	16 " - -	16
96 " - -	6	51 " - -	16	54 " - -	4	15 " - -	45
95 " - -	9	50 " - -	8	53 " - -	8	14 " - -	24
94 " - -	25	49 " - -	8	52 " - -	1	13 " - -	27
93 " - -	6	48 " - -	6	51 " - -	3	12 " - -	23
92 " - -	2	47 " - -	10	50 " - -	10	11 " - -	21
91 " - -	3	46 " - -	4	49 " - -	1	10 " - -	35
90 " - -	4	45 " - -	3	48 " - -	3	9 " - -	28
89 " - -	1	44 " - -	3	47 " - -	3	8 " - -	63
88 " - -	6	43 " - -	5	46 " - -	1	7 " - -	64
87 " - -	11	42 " - -	10	45 " - -	1	6 " - -	344
86 " - -	15	41 " - -	23	44 " - -	1	5 " - -	156
85 " - -	22	40 " - -	26	42 " - -	2	4 " - -	96
84 " - -	6	39 " - -	11	41 " - -	3	3 " - -	76
83 " - -	7	38 " - -	23	40 " - -	4	2 " - -	86
82 " - -	7	37 " - -	17	39 " - -	3	1½ " - -	54
81 " - -	3	36 " - -	6	38 " - -	5	1 " - -	74
79 " - -	3	35 " - -	31	37 " - -	4		
78 " - -	14	34 " - -	11	36 " - -	4		
77 " - -	4	33 " - -	24	35 " - -	15		
76 " - -	3	32 " - -	21	34 " - -	6		
75 " - -	3	31 " - -	12	33 " - -	7		
74 " - -	5	30 " - -	27	32 " - -	1		
73 " - -	4	29 " - -	8	31 " - -	1		
72 " - -	3	28 " - -	22	25 " - -	3		
71 " - -	19	27 " - -	9	21 " - -	1		
70 " - -	24	26 " - -	12	19 " - -	1		
69 " - -	6	25 " - -	36				
68 " - -	1	24 " - -	15	TOTAL - -	407	TOTAL - -	1,846
65 " - -	1	23 " - -	39				

Admiralty,
2 June 1858.

R. Dundas.

ANCHORS.

COPY of ORDERS or REGULATIONS which have been issued or made by the Board of Admiralty on the subject of the Anchors furnished for the use of HER MAJESTY'S SHIPS since the Year 1861; also, RETURNS of the Number of TROTTMAN'S ANCHORS which have been supplied to HER MAJESTY'S SHIPS since that Year; and, of the Number of TROTTMAN'S ANCHORS and ANCHORS upon the Old Construction now in Store in HER MAJESTY'S DOCKYARDS.

(*Mr. Bentinck.*)

*Ordered, by The House of Commons, to be Printed,
4 June 1858.*

B O T H N I A.

RETURN to an Order of the Honourable The House of Commons,
dated 18 June 1858;—for,

COPIES “ of any MEMORIALS addressed to the Treasury in reference to
LOSSES incurred by BRITISH SUBJECTS in consequence of the DESTRU-
TION of their PROPERTY by Her Majesty’s Forces in the Gulf of *Bothnia*,
during the recent War with the Emperor of Russia, and of any Replies to
the same.”

Treasury Chambers, }
9 July 1858. }

GEO. A. HAMILTON.

COPIES of MEMORIALS addressed to the Treasury in reference to LOSSES
incurred by BRITISH SUBJECTS in consequence of the DESTRUCTION of
their PROPERTY by Her Majesty’s Forces in the Gulf of *Bothnia*, during
the recent War with the Emperor of Russia, and of Replies to the same.

To the Right Honourable the Lords of Her Majesty’s Treasury.

WE, the undersigned British Merchants, humbly beg to bring the following
facts to the notice and consideration of your Lordships.

In the year 1852–53, we bought at Uleaborg (Finland) a quantity of deals
and boards, fit for house-building purposes only, which were re-sold by us for
delivery in the usual way to Hull timber merchants.

We had secured ship-room for these goods in 1853, but on account of the
early setting in of the winter, a circumstance of very frequent occurrence in
northern ports like Uleaborg, they could not be shipped in that year.

On the 1st June 1854, Admiral Plumridge, in command of four war steamers,
arrived at Uleaborg, and after having issued a proclamation in accordance with
Her Majesty’s proclamation of 28th March 1854, stating that he would not
molest nor injure private persons nor their property, and that he only intended
to destroy the castles and defences, shipping and property, of the Emperor of
Russia, nevertheless set fire separately to all the private property and shipping
at the place.

Among the merchandise thus burnt were our deals and boards.

The injustice caused to us by the destruction of our property is easily illus-
trated by a few facts.

The commencement of the blockade of all the Russian ports in the Baltic and
in the White Sea was fixed for the 15th May 1854, but, as shown by the official
despatches of Admiral Plumridge, the flying steam squadron could not appear
before Uleaborg any sooner than the 1st June 1854, and then only because
powerful steamers were at the command of the Admiral, which circumstance
enabled him to overcome the formidable floating ice, against which sailing
merchantmen were powerless. Moreover, Her Majesty’s Order in Council of
15th April 1854, was most rigidly adhered to in the Baltic, but neither at
Odessa nor at Archangel and Onega; at Archangel and Onega the blockade
was even suspended until the 26th August 1854, and all neutral vessels were
allowed to leave unmolested up to that date with full cargoes of tar, deals, hemp,
flax, grain, &c., a great part of which even belonged to Russian merchants.

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The port of Archangel generally opens about the middle of May, and that of Uleaborg never before the end of May. The correctness of this is proved, not only by the local records of these ports, but it is confirmed by Admiral Plummeridge's own report, stating that the entrance to Uleaborg was forced through the floating ice on the 1st June.

This proves beyond doubt that Her Majesty's Government did not give us any chance whatever to remove our goods, whilst other British subjects and foreign merchants, even Russians, were highly favoured. We could not remove our goods two or three weeks before the opening of the navigation, nor afterwards by any special licence, because such licences were not granted, although even the hostile Russian Government gave to us and to every one else time for shipment until the 18th June 1854.

These are the principal features of our hard case, to which we beg to direct the attention of your Lordships, referring for further particulars to the annexed papers.

It might, perhaps, be argued that we have no legal ground to demand compensation from Her Majesty's Government, but as Englishmen, confiding in English institutions, we are convinced that Her Majesty's Government will never deny common justice to its subjects and to us, who have committed no faults, but, on the contrary, suffered a severe loss, by strictly following and implicitly confiding in the proclamations of Her most gracious Majesty, and in the reiterated professions and promises in Parliament by the leading Members of Her Majesty's Government.

(signed) *H. W. Ritter,*
British Subject, and Merchant in London, of the
firm of Mathieson & Ritter.

London, April 1856.

ANNEXED PAPERS referred to in the foregoing.

Royal Proclamation, dated 28 March 1854 -	-	-	-	-	-	} These proclamations are contained in Papers laid before Parliament on the 28th April 1854.
Ditto - - - - dated 7 April 1854 -	-	-	-	-	-	
Ditto - - - - dated 15 April 1854 -	-	-	-	-	-	
Notification of Blockade in the Baltic and White Seas, dated 15 April 1854 -	-	-	-	-	-	
Notification of real Blockade in the White Sea, 28 September 1854.						
Original Swedish Declaration Proclamation.	(A translation of this is given.)					
Original Danish Proclamation.						
Statement.						
Account of Claims.						

DECLARATION of Her Majesty with Reference to Neutrals and Letters of Marque.

28th March 1854.

Her Majesty's Declaration with reference to neutrals and letters of marque.

HER Majesty the Queen of the United Kingdom of Great Britain and Ireland, having been compelled to take up arms in support of an ally, is desirous of rendering the war as little onerous as possible to the powers with whom she remains at peace.

To preserve the commerce of neutrals from all unnecessary obstruction, Her Majesty is willing, for the present, to waive a part of the belligerent rights appertaining to her by the law of nations.

It is impossible for Her Majesty to forego the exercise of her right of seizing articles contraband of war, and of preventing neutrals from bearing the enemy's despatches, and she must maintain the right of a belligerent to prevent neutrals from breaking any effective blockade which may be established with an adequate force against the enemy's forts, harbours, or coasts.

But Her Majesty will waive the right of seizing enemy's property laden on board a neutral vessel, unless it be contraband of war.

It is not Her Majesty's intention to claim the confiscation of neutral property, not being contraband of war, found on board enemy's ships; and Her Majesty further declares, that being anxious to lessen as much as possible the evils of war, and to restrict its operations to the regularly organised forces of the country, it is not her present intention to issue letters of marque for the commissioning of privateers.

Westminster, 28 March 1854.

At the Court at Buckingham Palace, the 7th day of April 1854.

Present:—The Queen's most Excellent Majesty in Council.

7th April 1854.

HER Majesty being compelled to declare war against his Imperial Majesty the Emperor of All the Russias, and being desirous to lessen as much as possible the evils thereof, is pleased, by and with the advice of Her Privy Council, to order, and it is hereby ordered, that Russian merchant vessels which, at the time of the publication of this order, shall be in any ports or places in Her Majesty's Indian territories under the Government of the East India Company, or within any of Her Majesty's foreign or colonial possessions, shall be allowed 30 days from the time of the publication of this order in such Indian territories, or foreign or colonial possession, for loading their cargoes and departing from such ports or places; and that such Russian merchant vessels, if met at sea by any of Her Majesty's ships, shall be permitted to continue their voyage if, on examination of their papers, it shall appear that their cargoes were taken on board before the expiration of the above term; provided that nothing herein contained shall extend, or be taken to extend, to Russian vessels having on board any officer in the military or naval service of the enemy, or any article prohibited or contraband of war, or any despatch of or to the Russian Government.

Order in Council extending to India and the Colonies the indulgence granted to Russian vessels by Her Majesty's Order in Council of 29th March 1854.

And it is hereby further ordered by Her Majesty, by and with the advice of Her Privy Council as aforesaid, that any Russian merchant vessel which, prior to the 29th day of March now last past, shall have sailed from any foreign port, bound for any port or place in any of Her Majesty's Indian territories, or foreign or colonial possessions, shall be permitted to enter such port or place, and to discharge her cargo, and afterwards forthwith to depart without molestation; and that any such vessel, if met at sea by any of Her Majesty's ships, shall be permitted to continue her voyage to any port not blockaded.

And the Right Honourable the Lords Commissioners of Her Majesty's Treasury, the Lords Commissioners of the Admiralty, and Her Majesty's Principal Secretary of State for War and the Colonies, the Right Honourable the Commissioners for the Affairs of India, and all governors, officers, and authorities whom it may concern in Her Majesty's East Indian, Foreign, and Colonial Possessions, are to give the necessary directions herein as to them may respectively appertain.

(signed) C. C. Greville.

At the Court at Windsor, the 15th day of April 1854.

Present:—The Queen's most Excellent Majesty in Council.

15th April 1854.

WHEREAS Her Majesty was graciously pleased, on the 28th day of March last, to issue Her Royal declaration in the following terms:

"Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, having been compelled to take up arms in support of an ally, is desirous of rendering the war as little onerous as possible to the powers with whom she remains at peace.

"To preserve the commerce of neutrals from all unnecessary obstruction, Her Majesty is willing, for the present, to waive a part of the belligerent rights appertaining to Her by the law of nations.

"It is impossible for Her Majesty to forego the exercise of Her right of seizing articles contraband of war, and of preventing neutrals from bearing the enemy's despatches, and She must maintain the right of a belligerent to prevent neutrals from breaking any effective blockade which may be established with an adequate force against the enemy's forts, harbours, or coasts.

"But Her Majesty will waive the right of seizing enemy's property laden on board a neutral vessel, unless it be contraband of war.

"It is not Her Majesty's intention to claim the confiscation of neutral property, not being contraband of war, found on board enemy's ships; and Her Majesty further declares, that, being anxious to lessen as much as possible the evils of war, and to restrict its operations to the regularly organized forces of the country, it is not Her present intention to issue letters of marque for the commissioning of privateers."

Now it is this day ordered, by and with the advice of Her Privy Council, that all vessels under a neutral or friendly flag, being neutral or friendly property, shall be permitted to import into any port or place in Her Majesty's dominions all goods and merchandise whatsoever, to whomsoever the same may belong; and to export from any port or place in Her Majesty's dominions to any port not blockaded any cargo or goods, not being contraband of war, or not requiring a special permission, to whomsoever the same may belong.

And Her Majesty is further pleased, by and with the advice of Her Privy Council, to order, and it is hereby further ordered, that, save and except only as aforesaid, all the subjects of Her Majesty, and the subjects or citizens of any neutral or friendly State shall and may, during and notwithstanding the present hostilities with Russia, freely trade with all ports and places, wheresoever situate which shall not be in a state of blockade, save and except that no British vessel shall under any circumstances whatsoever, either under or by virtue of this order or otherwise, be permitted or empowered to enter or communicate with any port or place which shall belong to or be in the possession or occupation of Her Majesty's enemies.

Order in Council in furtherance of Her Majesty's Declaration of the 28th March 1854, respecting the trade of neutrals and British subjects.

And the Right Honourable the Lords Commissioners of Her Majesty's Treasury, the Lords Commissioners of the Admiralty, the Lord Warden of the Cinque Ports, and Her Majesty's Principal Secretary of State for War and the Colonies, are to give the necessary directions herein as to them may respectively appertain.

(signed) C. C. Greville.

At the Court at Windsor, the 15th day of April 1854.

Present:—The Queen's most Excellent Majesty in Council.

15th April 1854.

Order in Council to extend to the 15th May 1854 the indulgence granted to Russian vessels which shall have sailed from a Russian port in the Baltic or White Sea prior to that date.

WHEREAS by an Order of Her Majesty in Council of the 29th of March last, it was amongst other things ordered, "That any Russian merchant vessel which prior to the date of this Order shall have sailed from any foreign port, bound for any port or place in Her Majesty's dominions, shall be permitted to enter such port or place, and to discharge Her cargo, and afterwards forthwith to depart without molestation; and that any such vessel, if met at sea by any of Her Majesty's ships, shall be permitted to continue her voyage to any port not blockaded."

And whereas Her Majesty, by and with the advice of Her said Council, is now pleased to alter and extend such part of the said Order: It is hereby ordered, by and with such advice as aforesaid, as follows, that is to say; That any Russian merchant vessel which, prior to the 15th day of May 1854, shall have sailed from any port of Russia, situated either in or upon the shores or coasts of the Baltic Sea, or of the White Sea, bound for any port or place in Her Majesty's dominions, shall be permitted to enter such last-mentioned port or place, and to discharge her cargo, and afterwards forthwith to depart without molestation; and that any such vessel, if met at sea by any of Her Majesty's ships, shall be permitted to continue her voyage to any port not blockaded.

And Her Majesty is pleased, by and with the advice aforesaid, further to order, and it is hereby further ordered, that in all other respects Her Majesty's aforesaid Order in Council, of the 29th day of March last, shall be and remain in full force, effect, and operation.

And the Right Honourable the Lords Commissioners of Her Majesty's Treasury, the Lords Commissioners of the Admiralty, and the Lord Warden of the Cinque Ports, are to give the necessary directions herein as to them may respectively appertain.

(signed) C. C. Greville.

WHITE SEA.

Gazette, Foreign Office, Downing-street, 28 September 1854.

It is hereby notified, that on and from the 12th August last all Russian ports, roads, havens, and creeks, from Cape Swéatoi Noss, in longitude 39° 47' E., latitude 68° 10' N., to Cape Karien, in longitude 43° 32' E., latitude 68° 39' 12" N., including especially the ports of Archangel and Onega, were placed in a state of strict blockade by a competent force of the allied British and French fleets.

And it is further notified, that all measures authorised by the law of nations and the respective treaties between Her Majesty and the different neutral powers will be adopted and executed with respect to all vessels which may attempt to violate the said blockade.

ORDINANCE of the KING respecting the Regulations to be observed for the Security of Swedish Commerce and Navigation in time of War between Foreign Powers. Issued at Stockholm, 8 April 1854.

WE, Oscar, by the grace of God, King of Sweden and Norway, of the Goths and Vandals, do proclaim, that, considering the collisions which appear likely to occur between certain foreign maritime powers, and being impressed with the necessity that such of our faithful subjects as are engaged in commerce and navigation should rigorously observe the obligations and precautions required for ensuring to the Swedish flag all rights and privileges due to it as a neutral flag, and also for avoiding any act which might render it an object of suspicion and insult to the belligerent powers, we have deemed it expedient to call attention to the former ordinances upon this subject, and to decree that the following regulations shall for the future be generally observed.

I. In order to be allowed to participate in the rights and privileges belonging to the Swedish flag in its neutral capacity, every Swedish vessel must be provided with the documents which are required by the existing ordinances* for establishing its nationality; and these documents must always remain during the voyages on board of the vessel.

* Royal Ordinances of 1st March 1841 and 15th August 1851.

II. Captains are strictly prohibited from having on board any duplicate or false papers and bills of lading, as well as from hoisting foreign colours upon any occasion or under any pretext whatever.

III. In case the crew of a Swedish vessel, while abroad, should, from desertion, deaths, sickness, or other causes, become so reduced in number as to be inadequate for working the ship, and it should therefore be necessary to engage foreign sailors, these must be chosen preferably from among the subjects of neutral powers. In no case, however, may the number of subjects belonging to the belligerent powers, and who may be on board of the vessel, exceed one-third of the whole of the crew. Any alteration of this nature in the crew of the ship, together with the causes which have necessitated it, must be inscribed by the captain upon the list of the crew, and the exactitude of the statement must be certified by the competent Swedish consul or vice-consul; or else, if there be none in the place, by the town authorities, the public notary, or some other person of a like authority, according to the customs of the respective countries.

IV. Swedish vessels, as belonging to neutral powers, may sail without hindrance towards the ports and upon the coasts of the countries at war; but captains must refrain from attempting to enter a blockaded port as soon as the position of the port has been officially reported to them by the officer commanding the blockade.

By a blockaded port is meant one which is so closed by one or several hostile vessels of war at a sufficiently near distance to prevent entrance without incurring evident danger.

V. All descriptions of merchandise, even when the property of subjects of belligerent powers, may be freely carried by Swedish vessels being neutrals, with the exception of articles of contraband of war. The following articles are to be understood to constitute contraband of war: Cannons, mortars, arms of every description, bombs, grenades, balls, flints, matches, gunpowder, saltpetre, sulphur, cuirasses, pikes, belts, pouches, saddles and bridles, as well as all manufactured articles distinctly available for warlike purposes, with the exception, however, of such a quantity of these articles as may be requisite for the protection of the vessel and of her crew.

Future enactments will be made to meet the case of changes in, or additions to, the rules defining articles of contraband of war, which may be rendered necessary by conventions with foreign powers.

VI. Every Swedish captain is forbidden to allow himself and the vessel which he commands to be employed in transporting, on behalf of any of the belligerent powers, despatches, troops, or munitions of war, unless he should be thereto constrained by actual force; in which case he will have to protest formally against such forcible constraint.

VII. Ships of belligerent powers will be permitted to import into Swedish ports, and to export therefrom, every description of goods and merchandise, provided that, according to the general tariff of customs, the said goods and merchandise are allowed to be imported and exported, reservation being made as to articles reputed to be contraband of war.

VIII. Every Swedish subject is prohibited from arming or fitting out ships to be employed in cruising against any one of the belligerent powers, their subjects or their property, or from taking part in the equipment of vessels intended for such destination. He is likewise forbidden to serve on board foreign privateers.

IX. No foreign privateer will be permitted to enter a Swedish port, and to anchor in our roadsteads. Nor will prizes be permitted to avail themselves of the shelter of Swedish harbours, unless in well-proved cases of distress.

Our subjects are likewise forbidden to purchase from foreign privateersmen captured property of any description whatsoever.

X. When a captain who has sailed without convoy is hailed out at sea by a ship of war of one of the belligerent powers, having the right to examine his ship's papers, he is not to refuse nor to endeavour to evade the visit; but he is bound to produce the same loyally and without evasion, and to take measures from the time of his vessel being hailed, and during the visit, to prevent any document relating to the ship or her cargo from being abstracted or thrown into the sea.

XI. When merchant ships sail under convoy of men of war, the captains will have to observe the regulations laid down in the Royal Ordinance of 12th June 1812.

XII. The captain who scrupulously observes all the above enactments may expect, according to treaties and the law of nations, to navigate freely and without hindrance; and if, nevertheless, he is molested, he has the right to rely on the most energetic support from our ministers and consuls abroad, in all the just reclamations he may make to obtain reparation and indemnity; whereas the captain who omits and neglects to observe the rules laid down for his guidance on his course will only have himself to blame for the disagreeable results of such negligence, without hope of our aid and protection.

XIII. In the event of the seizure of a Swedish vessel, the captain is to transmit to the Swedish consul or vice-consul of the port into which the vessel is taken, or in the case of non-existence of such functionary, to the Swedish consul or vice-consul of the nearest port, a faithful and duly certified report of the circumstances of the capture in all its details.

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We enjoin and order all those to whom it may appertain, to conform themselves exactly to the above enactments.

In faith of which we have signed these presents with our Royal hand, and have caused our Royal seal to be affixed thereunto.

Given at our Castle of Stockholm this 8th day of April 1854.

(signed) *Oscar.* (L. S.)

NOTICE relative to the renewed Application of the Ordinance of 4th May 1803, how Traders and Seamen are to conduct themselves in case of a War between Foreign Maritime Powers, &c.; with an Appendix, dated Copenhagen, 20th April 1854.

ON the 11th instant, His Majesty the King graciously appointed the undersigned Ministers to remind His Majesty's subjects of the laws contained in the Ordinance of the 4th May 1803, relating to the conduct to be observed by traders and navigators in case of a war between foreign naval powers; and likewise to announce that, on account of the impending war, the said Ordinance will come again into operation in all and every part of His Majesty's realm from the day on which this notice is there made known.

As it has also been deemed necessary to particularise more especially several regulations in that Ordinance, His Majesty has been pleased to give his subjects some interim instructions to enable them conscientiously to perform their duties; to observe as well the general conditions of the treaty, which in the event of the threatened war come into force, as also the Declaration of Neutrality communicated by order of His Majesty to several foreign powers, especially the belligerents, in the annexed translated circular, in the same manner as it will be by His Majesty and his Government.

The undersigned Ministers have therefore to announce and enforce the following by Royal authority :

Sect. 1. In regard to Art. I. of the Ordinance of 4th May 1803, it is hereby determined that the Royal Latin sea-passes ordered therein must be procured for all voyages, excepting the inland navigation in the Baltic, Cattagat, and the German Ocean, or between Danish or neutral ports in the Baltic and Cattagat.

Although the Royal Latin sea-pass is only valid for one voyage, to wit, from the time of the departure of the vessel for her home port after receipt thereof, until her return (Ordinance 4th May 1803, Art. 12), it may nevertheless be presumed that it will be renewed by endorsement, according to circumstances.

Under the designations of Colleges (Boards) made use of in the Ordinance of 4th May 1803, Art. 9, the respective ministries are now to be understood; so that when Art. 14 names the General Land Economy and Commercial Board, the Ministry for Foreign Affairs is meant; in like manner the Finance Ministry is to be understood by the West-Indian Guinea-Revenue and General Board of Customs alluded to in the same paragraph.

For the present the Royal Latin sea-pass is furnished by the Minister of Foreign Affairs, gratis.

Sect. 2. In addition to the articles specified in the Ordinance of 4th May 1803, all manufactured articles which may be directly converted into articles of warfare are now deemed contraband of war.

Should any change or addition, with respect to contraband of war, be necessary in consequence of any special stipulations between His Majesty the King and foreign powers, the ministry for foreign affairs reserves to itself the right of giving further particulars after having received His Majesty's instructions.

Sect. 3. In consequence of the conditions of the existing treaties (treaty with Great Britain, of 11th July 1670, Act 3, and explanatory Article of $\frac{21}{4}$ July 1780), and agreeable to the contents of the Royal Declaration of Neutrality (Art. I.), it is illegal for His Majesty's subjects to take any kind of service whatever, either by land or in any of the government ships belonging to the eventual belligerent powers; and especially to pilot the vessels of war or transports of those powers beyond the pilots' districts of the Danish kingdom.

The above is made known for the instruction and guidance of all whom it may or doth concern.

(signed) *Bluhme.*

The Ministry for Foreign Affairs, Copenhagen,
20 April 1854.

APPENDIX.

EXTRACT of the Circular contained in His Majesty the King's Declaration of Neutrality.

THE system intended to be observed by his Majesty the King of Denmark, and to be pursued without digression, is the one consequent on a strict neutrality, founded on loyalty, impartiality, and an equal respect for the rights of all powers.

The duties and privileges devolving on the Government of his Majesty the King of Denmark by this neutrality are, according to the mutual views of the two Courts,* the following :

1. To refrain, during the impending war, from all participation in the advantage of either of the belligerent parties to the disadvantage of the other.

2. To admit belligerent men-of-war and merchant vessels into the ports of the kingdom ; nevertheless reserving to the Government the power of excluding the former from the port of Christiansoe, as well as transports belonging to the belligerent fleets.

3. The sanitary and police regulations which circumstances may have made necessary, or may hereafter be rendered so, shall of course be observed and respected. Privateers are not permitted to enter Danish ports, or tolerated in Danish roadsteads.

4. To permit belligerent vessels to provide themselves with all goods, and merchandise they may require, with the exception only of those articles rated as contraband of war.

5. To close the ports of the kingdom to all prizes excepting in proved cases of necessity, and to forbid the condemnation and sale of prizes in these harbours ; and, lastly,—

6. His Majesty the King of Denmark's commerce to enjoy every security and immunity for Danish ships and their cargoes from the belligerent powers ; it being, however, always the duty of such ships to conform to the laws generally laid down and acknowledged in case of declared and effective blockade.

7. These form the general basis of the neutrality, chosen by his Majesty the King of Denmark, in case of a war breaking out in Europe. His Majesty flatters himself that they will be acknowledged in conformity with the laws of nations, and that a true and honest maintenance thereof will enable his Majesty to continue with the friendly and allied powers those relations which, for the welfare of his subjects, it is so important to his Majesty to preserve from every interruption.

ORDINANCE relating to the conduct of TRADERS and MARINERS when War breaks out between Foreign Maritime Powers, dated *Copenhagen*, 4th May 1803.

WE, Christian the Seventh, by the Grace of God, King of Denmark and Norway, the Vandals and Goths, Duke of Schleswig-Holstein, Stormarn, Ditmarsh, and Oldenburg,

Make known, That although by sundry orders, before published, We have established the Laws and Regulations to be observed by our trading and maritime subjects, when war takes place between Foreign Naval Powers, we, nevertheless, deem it necessary, under existing circumstances, to compile under one Ordinance, and to particularise the details of the above-named orders, which are to serve as a guide to all whom they may concern, in order that, on the one hand, the basis thereof may be generally understood, by which it is at all times our intention to maintain the rights of our trading and maritime subjects ; on the other hand, that no one may be able to exculpate himself on the ground of ignorance of the duties devolving on him as a Danish subject, in the aforesaid case. It is therefore our most gracious will that the following Regulations only and alone shall in future be observed and strictly followed by all and every one desirous of participating in the privileges to which the neutrality of our flag entitles them in times of war, in their legal tradings and navigation ; for this purpose we have hereby rescinded and annulled all former Regulations made for the guidance of our subjects in this respect ; therefore we direct and command as follows :

Art. 1. Those of our trading and maritime subjects who are desirous of despatching any ship belonging to them across the seas to any of the foreign places, to which, according to the circumstances, the effects of the war may extend, are bound, under due observance of all the instructions and rules, hereinafter appointed, to furnish themselves with a Royal Latin sea pass, also the necessary papers and documents for a lawful dispatch of the vessel. For this purpose, on the outbreak of hostilities between foreign powers, it will be further determined and made public for what places it will be deemed necessary for ships to be furnished with our Latin sea-passes.

Art. 2.

* The Royal Danish and the Royal Swedish-Norwegian.

Art. 2. The pass cannot be obtained before the owner of the vessel for which it is required has procured the necessary ship's certificate, as evidence of his legal right to the ship.

Art. 3. No one may obtain a ship's certificate who is not our subject, either born in our kingdom and possessions, or before the commencement of hostilities between any of the naval powers of Europe has been in possession of all the rights of citizenship, either in our own or other neutral states. In all cases the owner of the vessel for which the certificate is required shall be resident in some part of our kingdom or possessions.

Art. 4. Any one who according to the preceding article is entitled to obtain a ship's certificate, shall, in order to procure the same, present himself before the magistrate or other authority of the place to which the ship belongs, or where the greater part of the owners are resident, and there either the whole, or at least the chief owner, shall make oath, or by a written and signed affidavit, swear that the ship belongs to him or them (all being our subjects), and that the vessel for which the ship's certificate is required has on board no contraband of war destined to any of the belligerent powers or their subjects.

Art. 5. No one may, on the breaking out of war, be allowed to command any ship furnished with our Royal sea-pass, who shall have been born in the country of any of the powers which are at war, without he has obtained his rights of citizenship in our kingdom and possessions prior to the breaking out of hostilities.

Art. 6. Every captain commanding a vessel furnished with our Royal sea-pass must have obtained his citizenship in some part of our kingdom or dominions. He is bound at all times to have his *bürgerbrief* (certificate of citizenship) with him on board. As a surety that he will undertake nothing contrary to the tenor of these our regulations, he is bound, before his departure from the port where he receives the pass, to make oath that with his consent nothing shall be done whereby the pass and documents rendered to him might be misused. This affidavit shall be delivered by the owner with his application for the pass; but should this, owing to the absence of the captain, not be practicable, it must be announced by the owner, and our consul or commercial agent at the district where the captain then is shall be responsible that the captain makes such affidavit on receipt of the pass.

Art. 7. No supercargo, factor, clerk, or other ship's officer, being a subject of the belligerent powers, shall be on board of such ships as shall be furnished with a Royal Latin sea-pass.

Art. 8. Of the crew, including the mate, the half shall at all times consist of seamen of our realm. Should it happen that the crew at a foreign port should become incomplete, by desertion, death, or sickness, in such a manner that the captain is rendered incapable of fulfilling the commands contained in this article, it shall be lawful for him to ship as many foreigners, but preferably the subjects of neutral powers, as may be necessary for the continuation of the voyage; but in no case shall the number of the subjects of the belligerent powers on board the ship be more than the third of the entire crew. Every change in the crew, and the reasons thereof, shall be noted by the master on his crew-list, and in every case be attested in writing by our respective consuls and commissioners of commerce, or their representatives, at the port into which the ship enters; such endorsement serving the master as justification in all cases that may arise.

Art. 9. In addition to the ship's documents, which are always to be kept on board, the following also belong, exclusive of the ship's certificate alluded to in the 2d Art., viz., the ship's "*biel or bygnings brev*" (builder's certificate); and in case he who had the vessel built has since had her transferred to another owner, then also "*kiöbe-brevet or skiödet*" (the purchase certificate or transfer). These documents are to be sent in to the colleges or authorities by the owner on applying for the pass, together with the certificate to prove the ship's lawful right to the possession of the pass.

The Royal Latin sea-pass, with the requisite translations.

The *maale-brev* (measure-brief).

Equipagerullen or *folkelisten* (crew-list), duly attested by the proper authorities.

Charter-parties and bills of lading of the cargo; and, lastly,

Told and *clarerings seddelen* (customs clearance) from the port where the cargo is shipped.

Art. 10. The *maale-brev* (measure-brief) shall be issued by the authorities empowered to measure vessels in our kingdom. Should any of our subjects purchase a vessel in a foreign port, our consul or commercial agent at that place shall be authorised to effect the ship's measurement, and furnish the master with an interim measure-brief, which shall be deemed valid until the ship arrives at any port of our kingdom, where she shall be properly measured and branded, and a formal measure-brief prepared, which shall afterwards always remain on board the ship.

Art. 11. All and every one is prohibited, owners as well as captains, to procure or have on board duplicate ship's papers, or to carry a foreign flag, so long as they shall sail with the papers and documents graciously furnished to them by us.

Art. 12..

Art. 12. Our Royal Latin sea-pass is valid only for one voyage; to wit, from the time the ship, after the reception thereof, leaves the home port, to the time of her arrival back again,* provided she shall not have come into the possession of any other person by lawful sale, in which case the new owner shall obtain the necessary passes and papers in his own name.

Art. 13. As, according to the generally acknowledged principles, the subjects of neutral powers are not permitted to have goods on board which may be deemed contraband of war, when destined to the belligerent powers or to their subjects, or which may already belong to them, we hereby distinctly determine what is to be understood as contraband of war, to prevent our flag being misused for covering the carriage of such prohibited goods, and in order that no one may be enabled to exculpate himself on the plea of ignorance. The following articles, therefore, shall be looked upon and deemed by our subjects to be contraband of war; to wit, cannon, mortars, all sorts of weapons, pistols, bombs, grenades, balls, guns, flints, matches, gunpowder, saltpetre, brimstone, cuirasses, pikes, swords, belts, cartridge boxes, saddles and bridles; excepting, however, such a quantity of these articles as may be necessary for the defence of such vessel and crew. Moreover, the positive obligations respecting the conveyance of prohibited goods and property in ships or vessels belonging to our subjects, entered into by special stipulations with foreign powers, are to remain in full force in all their parts, for which purpose owners shall be furnished with particular instructions to regulate their actions on this head on receipt of the pass.

Art. 14. Should any ship or vessel destined to a neutral port take on board such goods which, if intended for any port belonging to the belligerent powers, would be regarded as contraband of war, every such shipper and master shall then, in addition to the oath they have respectively to make as owner and captain, before the proper magistrate or other authorities, be compelled to make a special declaration, apart from the usual required customs' clearance, setting forth the description, quantity and value of such goods, in conformity with the invoices and bills of lading, which declaration, signed by the shipper and master, shall be certified by the proper collector or inspector of customs at the places where the clearance is effected. Such attested declaration shall, after clearance of the ship, be forwarded without delay by our custom-house officers to our West Indian Guinea Revenue and General Board of Customs, to serve for the control of the goods therein mentioned on due arrival at the proper port of destination, unless it can be shown by authenticated proof that they were prevented by cases of distress or violent detention. The control thereof shall be conducted in the following manner: the shipper of such goods shall procure a certificate from our consul or commercial agent at the place to which the ship is destined, or, if no consul or commercial agent, or their representative, reside there, then of the proper functionaries or other persons appointed by public authorities at the place, duly qualified to issue such certificate, which certificates aforesaid shall legally certify the arrival of such ship and discharge of such goods, in conformity with the given declaration. This certificate must be procured, and forwarded to our General Land Economy and Commercial College, as soon as the vessel arrives at her port of destination, or has returned to an inland harbour. Should such certificate not be forthcoming within a proper time necessary for the completion of the voyage, our General Land Economy and Commercial College shall demand of the shipper a declaration, such as he may conscientiously affirm on oath, that he has received no intelligence of the ship and goods in question. Should no proof, however, be obtainable of the arrival of the ship and the discharge of the goods in question at a neutral port, or the prevention thereof be shown to have been occasioned by accident or forcible detention, the shipper shall pay to the Sea Pass Exchequer of our General Land Economy and Commercial College a fine of 20 Rbthlr. for every commerce lost of the ship's burthen, and in such cases of transgression the owners and captain shall be liable to prosecution according to law.

Art. 15. No captain shall sail to any port blockaded by sea by any of the belligerent powers, and he shall guide himself in this respect carefully, according to the warnings made known to him by the proper authorities respecting the blockade of any ports. In case that on sailing into any port, of the blockade of which he was before ignorant, he meet any ship, under a man-of-war's flag, belonging to the belligerent powers, and it then be announced to him by the commander thereof that the port is really under blockade, he shall without delay put back, and in nowise seek to creep in by surreptitious means, so long as such port shall be in a state of blockade.

Art. 16. None of our subjects shall serve on board privateers, much less fit out, or have any interest in fitting out of such vessels; neither shall any owner or master allow his ship to be used for the transport of troops, weapons, or ammunition of war, of what kind or nature soever. In case a master should not be able to prevent his ship, by means of irresistible force, being made use of for the aforesaid purpose, it shall be his duty, fervently, and by a formal deed, to protest against such violent treatment, which it was not in his power to prevent.

Art. 17. Should a merchant vessel, not sailing under an armed protection, be boarded at sea

* These passes may be renewed. See notice, 20 April 1854, § 1, page 4.

sea by any armed ship belonging to the belligerent powers entitled to examine her ship's papers, the captain shall make no resistance against such search, when undertaken by the commanding officer of the aforesaid armed ship; but he shall, on the contrary, be bound to produce faithfully and without reserve all papers and documents relating to ship and cargo. It is moreover most stringently prohibited for the captain, his officers, or any of his crew to throw overboard or in any manner destroy or conceal any document or paper on board belonging to the ship or cargo, be it either before or during the search. When merchant vessels are allowed the armed protection of our man-of-war flag, every master is compelled to show his ship's papers to the superior officer of the convoy, before he can be received under such convoy, and in all cases implicitly to follow his orders.

Art. 18. Should any master or owner dare to transgress or otherwise to oppose this our ordinance, he shall have forfeited his citizenship, and his further right to fit out vessels, and also be subjected to be prosecuted by law, and punished, according to the circumstances, as perjurers, or as wilful transgressors of our royal mandate. On the other hand we will, with parental care, maintain and protect the interest of our beloved subjects' lawful commerce and navigation, when they conduct themselves obediently in accordance to the above rules and instructions; for which purpose we have instructed and commanded our ministers, consuls, and other proper authorities abroad, to prevent to the utmost of their power, any annoyance or molestation to our subjects, and in case of such occurring, to protect the sufferer, and endeavour to obtain justice for him and compensation for damages. We shall likewise, at all times, graciously support every well-grounded claim that any of our subjects may at any time humbly lay before us.

Given under our hand and seal, at our royal residence, in the city of Copenhagen, the 4th May 1803.

CHRISTIAN R.

L. S.

(signed) *Schimmelmann Schestedt.
C. Winther.*

STATEMENT.

ON the 1st June 1854, at 11 p.m., the inhabitants of Uleaborg noticed the appearance of four English war steamers, and shortly afterwards that they cast anchor in the roads, which were filled with drifting ice.

Very early next morning a deputation of four Finland merchants waited upon Admiral Plumridge and asked what his intentions were. He then handed them six written Swedish and English copies of a proclamation, of which the following is a literal transcription: "The English Admiral will not molest or injure private persons or their property; he only intends to destroy the castles and defences, shipping, and property of the Emperor of Russia. So long as the inhabitants continue peaceable within their houses they will be protected, but should they offer any assistance to the Russian troops, they will be treated as enemies. The English Admiral desires that the women and children be sent out of town."

(signed) *Hanway Plumridge, Rear Admiral.*

The Swedish copies omitted the word "shipping," consequently the Admiral promised to confine his operations to the destruction of all government property.

The deputation, satisfied with this declaration, assured the Admiral that the government did not possess anything of the kind in the place, and that all the merchandise there, and ships afloat and on the stocks, were private property, and that a great deal of merchandise (mostly deals and boards) belonged to English merchants, who had bought and paid for the same in the year before the war; and they begged him to spare all this and the town.

He promised to spare all private property and the town; but said that he had orders to destroy all materials of war, and if British merchants suffered from it they would have to ask their Government for compensation, as he could not help it.

After this 17 boats were seen to leave the steamers and to land at several places, and to the dismay of the peaceable inhabitants flames soon rose from the different ships on the stocks, schooners, lighters and barges, from the tar and deal depôt, from salt and from corn warehouses, all of which became a speedy prey to the vast conflagration. The deal depôt was on an island at a sufficient distance from the burning tar and other warehouses on the mainland to escape the flames. To each place the fire had been set separately, and not a shot was fired either by the British squadron or by the town, which was utterly defenceless and submissive.

Among the merchandise so burnt, my house, Mathiesen and Ritter, of London, possessed fir-deals and boards, bought in the spring and summer of 1853, and paid for, for which I claim compensation. To remove all possible doubt of the validity of my claim, the following observations are indispensable.

The

The destruction of merchandise at Uleaborg by Admiral Plumridge is a direct contravention of the principles laid down for the conduct of the British fleet in the present war in Her Majesty's Proclamation of 28th March 1854, and by the leading Members of Her Majesty's Government, for their reiterated professions and promises in Parliament strengthened the public feeling of security respecting British property in Russia.

As Admiral Plumridge's proclamation at Uleaborg promised "not to molest or injure private property," the burning of the deals and boards was a positive breach of his solemn engagement, for the inhabitants of Uleaborg submitted to the stipulations expressed in his proclamation, and the plea that he must destroy all materials of war cannot justify the act, which is aggravated by the fact that he was distinctly told by the deputation of Uleaborg merchants that English merchants really owned a considerable portion of the merchandise there, mostly deals and boards, which, like the tar, were all private property, and the only produce and staple of export of Uleaborg (principally to England), and that no part of the merchandise belonged to the Russian Government. Whether this breach of a solemn engagement be regarded as a consequence of conflicting orders or an error in judgment of the admiral, the British Government is undoubtedly liable for the loss thereby caused to its own subjects. It needs no comment that Admiral Plumridge referred British subjects who suffered by this act for compensation to the British Government, whose authorised agent he was at the time. It has been represented that the destruction of the deals and boards (also of the tar), on the plea of their being materials of war, was necessary for the benefit of England. If so, surely the individual victim (British subject) at whose expense this country gained general advantages must be compensated for his loss by the British Government.

The question of contraband of war, or materials of war, does not occupy a prominent place here, but to remove all possible doubt the following remarks seem necessary:

The admiral ought to have known that 3, 2½, 1 inches, by 9, 7, and 11 inches fir deals and boards cannot be used for ship building, either for the commercial marine, or for war purposes, but solely for house building; and further, the admiral or Government ought to have noticed that the proclamations issued in 1854 by the neutral states on the shores of the Baltic do not include deals and boards in the list of articles declared contraband of war. Prussia and Sweden supply us with deals and fir timber up to the present time; besides Prussia sends us oak for ship building and deck deals for our dockyards, and hemp and tallow, and Sweden also pitch and tar.

These proclamations are in strict accordance with the conventions between Great Britain, Sweden, and Denmark, of 1802 and 1803, by which all articles contraband of war had been enumerated and exemptions fixed, for the eventuality of Sweden and Denmark remaining neutrals in any future war. These conventions are still in force.

The tenor of the official despatches from the admiral of the Baltic fleet, published 29th and 30th June 1854, was apt to mislead the public about the nature and real application of the goods destroyed at Uleaborg; the Crown brands on the pitch barrels being erroneously supposed to represent them as Crown property, whereas the Crown mark denotes only superior quality, which gives this article a ready sale in English and other markets.

There were no Crown brands on the deals and boards, and to these the fire was set separately. It is well known to British merchants trading with Russia, that the Russian Government has always been and is now quite independent of the natural produce of Uleaborg and other ports in the Gulf of Bothnia as regards naval stores, having all such supplied in abundance from the vicinity of Cronstadt and St. Petersburg.

Her Majesty's Government by Order in Council, dated 15th April 1854, (Gazette 18th April 1854,) fixed the commencement of blockade of all Russian ports in the Baltic and in the White Sea for the 15th May 1854. This order was strictly executed in the Baltic, but not in the White Sea; for the blockade of Archangel and Onega commenced, according to the official notification in the Gazette of 28th September 1854, on the 12th August 1854, but practically the blockade was suspended in the White Sea until 26th August 1854, by allowing all neutral vessels to leave up to that date with full cargoes of tar, deals, hemp, flax, and grain.

Page 15 in original.

Considering that the port of Archangel opens about the middle of May, and that of Uleaborg does not open before the beginning of June, it is evident that the British Government did not afford me a chance of removing the deals from Uleaborg, while the British and foreign merchants engaged in the Archangel trade obtained extraordinary facilities. The official despatches of Admiral Plumridge (Gazette, 29th June 1854) prove that he could not enter Uleaborg on account of the ice there, before 1st June 1854, though he had powerful steamers.

The Russian Government had permitted (as stated by Sir James Graham, 28th April 1854, in the House of Commons) British and French property to be exported from the Russian ports in the Black Sea, and Sea of Azoff, six weeks from the 19th April 1854, and from the Russian ports in the Baltic six weeks from the 7th May 1854. This latter time would have enabled me to remove from Uleaborg the deals and boards up to 18th June 1854.

However much Sir James Graham admired this Russian permission as a triumph of civilisation, the British Government did not adopt the same course; and I had to submit to the unmerited disappointment of relinquishing the prospect of removing the deals until after the conclusion of peace.

I relied on the promises of our Government, as a faithful subject has to do, and having sustained an injury by the breach of promise, as proved by the acts of its authorised agent, I have a right to claim compensation. If these deals had not been burnt by the British squadron, they would have remained intact and safe at Uleaborg from the enemy; for it is

well known that Count Nesselrode gave to the deputation of British merchants at St. Petersburg, in October 1853, the strongest assurances that, should hostilities with England break out, British subjects or British property then in Russia should remain intact and perfectly safe as regards the Russians during the war. This pledge has been strictly fulfilled. I believe my case is quite exceptional and isolated, for I know that there is no British subject in the same situation.

My claim amounts to about 2,930*l.*, as per detailed Statement annexed, and an additional injury has been caused me by the destruction of all merchandise at Uleaborg, since this has deprived the merchants there, who are besides indebted to me, of the means to discharge their debts.

I abstain from claiming the profit which would have been realised, had the deals not been destroyed, because it might complicate the question, as profits not actually realised can never be proved to the satisfaction of the party who has to pay them.

If required, further explanations can be given, and the Statement substantiated.

London, February 1856.

(signed) *C. J. Mathiesen,*
British Subject, and Merchant of the City of London,
of the firm of Mathiesen & Ritter.

(True copy.)

(signed) *James Simpson.*

MEMORANDUM for page 15 in original.

CONSIDERING the proclamations, promises, and assurances of Her Majesty's Government, respecting trade and navigation with Russian ports since the declaration of war against Russia, dated 28th March 1854, there can be no doubt that it was the intention of Her Majesty's Government to give to all British subjects a fair opportunity for the removal of their *bonâ fide* property from Russian territory before the commencement of hostilities with Russia. If any uncertainty really existed in the minds of the British public (merchants), about the solicitude of Her Majesty's Ministers for the safety of British property in Russia, the repeated assurances in Parliament of the most eminent Members of the Cabinet of Lord Aberdeen changed that feeling of uncertainty into a feeling of security, as they avowed their adoption of the principles of civilised warfare for the conduct of the organised forces of Great Britain, to lessen as much as possible the evils of war.

The British Government fixed the commencement of the blockade of the Russian ports in the Baltic on the 15th May 1854, and suspended without notification the commencement of the blockade of the Russian ports in the White Sea to the 12th August 1854.

To judge of the effect of this measure, we must observe, that the ports of the White Sea, Archangel, and Onega, open usually about the middle of May, whereas the port of Uleaborg only opens in the beginning of June. The correctness of this assertion is proved, by the respective local records of these ports for the last 10 years, and by Admiral Plumridge's reports, which show that he forced an entrance to Uleaborg through the ice on the 1st June 1854. When we add this to the undeniable fact that the British blockading squadron at Archangel allowed the neutral vessels there to sail with cargoes up to the 26th August 1854, and compare it with the destruction of all merchandise and all ships at Uleaborg, it becomes painfully manifest that Her Majesty's Government afforded to British and neutral, and even Russian merchants, the greatest facilities for shipping their property from Archangel, while they deprived me of a fair opportunity to remove my *bonâ fide* property from Uleaborg, and even destroyed it there. What shall we say of the proclamation of Admiral Plumridge to spare private property at Uleaborg, and burning the same afterwards? The deals and boards were merchandise and private property in the strictest sense of these terms.

Is it possible to devise a stronger contrast between words and acts than is furnished by the public assurances of Her Majesty's Ministers, and the operations of Admiral Plumridge's squadron at Uleaborg?

Unfortunately, the latter evidence neither regards for the rules and customs of civilised warfare, nor for a special and voluntary promise (solemnly given), so that one cannot believe that the British Government really sanctioned the burning of all merchandise at a defenceless place, whose inhabitants had relied for protection or security on the humanity, civilisation, and good faith of the British fleet; for Her Majesty's Government took a pride in the great consideration manifested by the British fleet, during the bombardment of Odessa, to the commercial undefended part of that port and town. To make a descent on a defenceless place in an enemy's country, and to destroy all merchandise there, is a proceeding which was not attempted by the British fleet during the late French war, nor would it have been justified, allowed, or excused by Europe, as it is alike repugnant to the dictates of humanity and to the customs of modern warfare among civilised nations, and opposed to sound policy.

(True copy.)

(signed) *James Simpson.*

STATEMENT of CLAIM for DEALS and BOARDS, Destroyed by Fire at Uleåborg, on the 1st and 2d June 1854.

Date of Purchase.	Of whom Purchased at Uleåborg.	Quantity Bought.		Contract Price.		Part Shipped in 1853, and Names of Ships.			Part Unshipped, remaining over at Uleåborg, and Destroyed by Fire.																							
		St. Petersburg Standard.	£. s. d.	Per St. Petersburg Standard.	Ships' Names.	St. P. Sta.	Qrs.	Pieces	St. P. Sta.	Qrs.	Pieces.	Contract Prices.	Amounts.																			
23 February 1853	J. W. Fellman	-	-	150	-	at	5	2	6	Queen	-	-	-	111	1	2	38	2	23	at	5	2	6	£. s. d. 198 10 2								
23 "	H. Hedmanson	-	-	80	-	at	5	2	6	Minerva	-	-	-	39	2	26	40	1	4	at	5	2	6	206 9 1								
3 April - 1852	O. Lundström—	St. P. Std.		150	-	at	5	5	-	{ Marie Louise Niels Ericksen	-	-	59 52	1 3	24 20	}	37	2	16	at	5	5	-	197 11 0								
23 February 1853	Remainder of contract And contract for	50 100																														
9 April -	- Ditto	-	-	100	-	at	5	-	-	-	-	-	-	-	-	-	100	0	0	at	5	-	-	500 - -								
22 June -	F. Granberg and G. Bergbom	-	-	175	-	at	5	10	-	William	-	-	-	109	1	20	*65	2	10		• Not destroyed by the conflagration.											
22 "	Ferd. Granberg	-	-	150	-	at	5	15	-	-	-	-	-	-	-	-	150	0	0	at	5	15	-	862 10 -								
5 July -	J. W. Fellman	-	-	120	-	at	5	15	-	Queen	-	-	-	101	2	11	18	1	19	at	5	15	-	105 16 11								
Compensation paid to Hull timber merchants for non-delivery of deals burnt at Uleåborg														-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	470 12 4			
Agency commission paid on the deals burnt and not delivered														-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	79 2 0		
Interest on the above losses at 5 per cent. to March 1855														-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	£. 2,620 12 0		
														-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	185 4 -		
Interest on the above at 5 per cent. to March 1850														-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	£. 2,805 16 0	
														-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	131 - -	
														-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	£. 2,986 16 6

(True copy.)
(signed) James Simpson.

Gentlemen,

Treasury Chambers, 18 June 1856.

I AM desired by the Lords Commissioners of Her Majesty's Treasury to acquaint you with reference to your memorial, dated 20th ulto., and the previous communications which you have addressed to this Board, that their Lordships have carefully investigated the circumstances attending the destruction of the property of your firm, but regret that they cannot entertain any claim for property destroyed on the territory of the enemy.

Messrs. Matthieson & Ritter,
&c. &c. &c.

I am, &c.,
(signed) *James Wilson.*

To the Right Honourable *W. G. Hayter*, M.P., Secretary of the Treasury,
Whitehall.

157, Fenchurch-street, London,
10 February 1858.

Sir,

WE beg respectfully to request that you will favor us by submitting to their Lordships, Her Majesty's Commissioners of the Treasury, the following facts upon which we claim to be compensated by Her Majesty's Government for the loss we have sustained in consequence of the destruction by command of Admiral Plumridge, of a large quantity of our property in the Gulf of Bothnia, on the 2nd June 1854.

In the years 1852 and 1853 we bought at Uleaborg, a Russian trading port in the Gulf of Bothnia, a quantity of fir deals and boards for house-building purposes, which we resold for delivery in the usual way to timber merchants of Hull. The goods having been paid for by us, we engaged two ships to carry them to England, the "John" and the "Providence," but the ice having set in early in 1853 (in the winter), the "John" was frozen in soon after her arrival at Uleaborg, and the "Providence" was unable to reach that port. Meantime the deals and boards were stored upon the island of Toppila, distant from the town of Uleaborg about one and a half English miles.

War with Russia having been declared in 1854, on the 28th of March in that year, a Royal Proclamation was published in the London Gazette, announcing the intention of the Government to establish blockades, and stating the principles upon which such blockades would be enforced.

On the 18th April, by a further notice in the London Gazette, the blockade of Russian ports situate upon the shores in the Baltic Sea, or the White Sea, was fixed to commence on the 15th May following.

By a further notice in the Gazette, dated the 28th of September following, it was announced that from the 12th August, then last, the Russian Ports in the White Sea, including Archangel and Onega, were placed in a state of strict blockade.

On the 1st June 1854, Admiral Plumridge, in command of four war-steamers, entered the harbour of Uleaborg, having with considerable difficulty forced his way through the ice, which had not then broken up. On his arrival he issued a Proclamation in accordance with that of Her Majesty, dated 28th March, in which he stated that his orders were to destroy the castles and defences of the Emperor of Russia, but that private property would be respected. A deputation from the town waited on Admiral Plumridge immediately on the discovery of his arrival, and informed him that the town was purely a mercantile town, that it was not fortified, that there were neither defences or armed men; that the Government had no property of any sort; that the ships on the stocks, and in port, and the timber, deals and boards in store (being all fir) were all private property; that the fir deals and boards on the island of Toppila were the property of English subjects; and that whatever course he adopted, there was neither the disposition nor the power on the part of the inhabitants to interfere with him.

The Admiral replied, that he intended to destroy all ships built or building, all pitch, tar, timber, deals, &c., and that if there was any property of English subjects, they must seek compensation from Her Majesty's Government.

On the night of the 2d June, everything capable of being consumed by fire in the private ship-building yards and stores at Uleaborg, was destroyed by the British forces landed by Admiral Plumridge for that purpose, and amongst them our deals and boards, to which fire was set separately.

Those

Those articles were quite beyond the reach of the conflagration on the main land; and Admiral Plumridge was specially apprised that they were the *bond fide* property of and paid for by British merchants, notwithstanding which, he sent a party to the island to destroy them, which was done.

The damage and loss we have in consequence sustained, amounts to 3,200 l; and we now ask to be compensated for this loss upon the following grounds: viz., The goods destroyed had been purchased and paid for by us previous to the breaking out of the war, and were our *bond fide* private property as British merchants trading with Uleaborg.

They were stored in the island of Toppila, to await shipment to Hull on the breaking up of the ice in the spring of 1854; one ship (the "John" burnt by the Admiral) being in the port of Uleaborg all the winter, waiting to receive them, and the other being in the Gulf of Bothnia.

The proclamations under which the blockade of the Russian ports was established, provided that the property of British merchants should be respected, except goods contraband of war.

The goods were not contraband of war, being fir, deals, and boards fit for domestic and building purposes only, their dimensions being only 3 inches, 2½ inches and 1 inch thick, by 9 inches, 7 inches and 11 inches wide; and therefore entirely unfit for ship-building or purposes of war.

The commencement of the blockade of the ports in the Gulf of Bothnia was fixed for a date at which it was not possible to remove property (viz., 15th May) as the ice rarely, if ever, breaks up before the 1st June. Even the Admiral, in his despatches, states that on the 1st June he was obliged to force his way by powerful steamers up to the port of Uleaborg through the ice. The opportunity which the owners of goods were entitled to, to enable them to remove them, was not given.

The blockade of the ports of the White Sea, fixed also for the 15th May, was subsequently postponed to the 12th August; although it is a well-known fact that the ice breaks up, and navigation opens, much earlier in the White Sea than in the Gulf of Bothnia; moreover, full cargoes of tar, hemp, flax, deals, grain, &c., of which a large share belonged to Russian and continental merchants, were allowed to depart unmolested from the White Sea, until the latter end of September.

The Russian Government, knowing the usual period for the opening of navigation in the northern seas, fixed the 18th June as the date up to which the property of British subjects might be removed. The 15th May was a date at least 18 days earlier than the navigation was known to be open for centuries past.

Our property being, as we contend, unnecessarily and unjustifiably destroyed, and no sufficient opportunity being permitted to us for its removal, we believe we are entitled to seek for compensation from Her Majesty's Government for our loss, and we have taken the liberty to submit this our claim to their Lordships through you.

We have, &c.
(signed) *Mathiesen & Ritter*,
British Merchants.

Messrs. *Matthiesen and Ritter* to *George A. Hamilton, Esq.*, 11 June 1858.

THIS letter is a copy of that addressed to Mr. Wilson, dated 10 February, 1858.

Gentlemen, Treasury Chambers, 17 June 1858.
WITH reference to your letter of 11th instant, I am commanded by the Lords Commissioners of Her Majesty's Treasury, to state that they have carefully considered the circumstances connected with the destruction of your property at Uleaborg, by Admiral Plumridge, on the 2d June 1854, and that they

they coincide in the opinion arrived at by the late Board of Treasury, that your claim cannot be entertained.

Messrs. Mathieson & Ritter,
157, Fenchurch Street.

I am, &c.
(signed) *C. E. Trevelyan.*

To the Right Honourable the Lords Commissioners
of Her Majesty's Treasury.

Custom House Quay, Boston,
13 November 1856.

My Lords,

WE beg most respectfully to submit to your Lordships' consideration, the circumstances of the destruction of a large quantity of our timber goods, during the Russian War, by Admiral Plumridge, at Uleaborg, in the Gulf of Bothnia, and, which under all the peculiar circumstances of the case, we respectfully trust, may carefully receive the kind attention of your Lordships.

In the year 1852, we purchased through the English Agents, in the usual course of business, two cargoes of wood goods, to be shipped during the shipping season of 1853 to England; this shipping season, in consequence of Uleaborg being so far northward, is very short, about the same time as at Archangel, consequently we are naturally limited as to the time of getting goods away; and in consequence of this,—and also the great rise in freights in 1853, and also the difficulty of getting vessels for our Port "Boston," we were unable to obtain vessels, and had to allow the goods to remain over there, after paying for the same in the proper course of business.

On the breaking out of the war, and previous to any hostile measures, we at once advised the Government of our property being there, and requesting leave to remove the same; this however was unfortunately denied us, although such permission was subsequently granted at Archangel and Onega. Almost immediately after this correspondence had taken place, news came that Admiral Plumridge had, during the first days of June, destroyed this amongst other English property.

We trust, therefore, your Lordships will most respectfully take into consideration the peculiar circumstances of our case; that, first, it is usual for large quantities of English merchandise to lie over there during the winter months, our impossibility to obtain vessels in 1853, our having applied for leave, and informed the Government of these goods previous to any destruction of the same, and our never anticipating any such proceedings of Admiral Plumridge's, and also that English merchants were allowed to remove their goods from Archangel and Onega, places not more isolated than Uleaborg, whilst such leave was denied to us.

We should be most willing to lay before your Lordships our whole correspondence respecting this unfortunate business, with a full account of Admiral Plumridge's proceedings at Uleaborg, and his most distinct promise, that all English property should be paid for, if there was any, which he at that time would very naturally expect was not the case.

We are given, my Lords, to understand, the Russian Government has reimbursed their subjects, whose property was thus destroyed, and we do trust that your Lordships will, with the same equity and clemency, kindly consider the peculiar circumstances of our losses, which press seriously, and heavily, upon us as private individuals.

We are, &c.
(signed) *R. H. & S. Lewin.*

Gentlemen,

Treasury Chambers, 20 November 1856.

WITH reference to your letter of the 13th instant, praying to be reimbursed for the loss sustained by you in the destruction of a large quantity of timber goods, during the Russian War at Uleaborg in the Gulf of Bothnia, I am commanded by the Lords Commissioners of Her Majesty's Treasury, to inform you that my
Lords

Lords regret that they cannot entertain any claim in respect of property destroyed on enemy's territory.

Messrs. Lewin, & Co.
Custom-House Quay, Boston.

I am, &c.,
(signed) C. E. Trevelyan.

To the Right Honourable *George Alexander Hamilton*, M.P., Secretary of the Treasury, Whitehall.

Sir,

14, Great St. Helens, London, 11 June 1858.

IN the year 1853 we bought at Uleaborg, a Russian trading port in the Gulf of Bothnia, a quantity of fir deals and timber for house building purposes, part of which we resold for delivery in the usual way, to Messrs W. H. and S. Lewin, of Boston. The goods having been paid for by us, we arranged to send ships out for them in the spring of 1854.

War with Russia having been declared in 1854, on the 28th March in that year a Royal Proclamation was published in the London Gazette, announcing the intention of the Government to establish blockades, and stating the principles on which such blockades would be enforced. On the 18th of April, by a further notice published in the London Gazette, the blockade of Russian ports situated in or upon the shores of the Black Sea or the White Sea was fixed to commence on the 15th May following.

By a further notice in the Gazette, dated the 28th September following, it was announced that from the 12th August then last, the Russian ports in the White Sea, including Archangel and Onega, were placed in a state of strict blockade.

On the 1st June 1854, Admiral Plumridge, in command of four war steamers, entered the Harbour of Uleaborg, having with considerable difficulty forced his way through the ice, which had not then broken; on his arrival he issued a Proclamation in accordance with that of Her Majesty, dated 28th March, in which he stated that his orders were to destroy the castles and defences and property of the Emperor of Russia, but that private property would be respected.

A deputation from the town waited on Admiral Plumridge immediately on the discovery of his arrival, and informed him that the town was purely a mercantile town; that it was not fortified; that there were neither defences or armed men; that the Government had no property there of any sort; that the ships on stock and in port, and the timber deals and boards in store (being all fir) were all private property, and that whatever course he adopted, there was neither the disposition nor the power on the part of the inhabitants to interfere with him.

Notwithstanding this assurance, on the night of the 2d of June, everything capable of being consumed by fire in the private shipbuilding yards and stores at Uleaborg was destroyed by British forces landed for that purpose by Admiral Plumridge, and amongst them the deals and timber which were our property. The value of the property belonging to us thus destroyed was upwards of 740 l.

Under the circumstances stated, we beg very respectfully to claim from the Legislature compensation to the extent of our loss, and upon the following grounds:

The goods destroyed had been purchased and paid for by us previous to the breaking out of the war, and were our *bond fide* property, as British merchants trading with Uleaborg.

They were stored in Uleaborg to await shipment to England, on the breaking up of the ice in the spring of 1854.

The Proclamation, under which the blockade of the Russian ports was established, provided that the property of British merchants should be respected, except goods contraband of war.

The goods were not contraband of war, being fir timber and deals fit for domestic and building purposes, only of such dimensions as to be entirely unfit for shipbuilding and purposes of war.

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The commencement of the blockade of the ports in the Gulf of Bothnia was fixed for a date at which it was not possible to remove property (*viz.* 15th May), as the ice rarely, if ever, breaks up before the 1st of June. Even the Admiral says in his despatch, that on the 1st of June he was obliged to force his way by powerful steamers up to the port of Uleaborg through the ice. The opportunity which the owners of the goods were entitled to, to enable them to remove them, was not given.

The blockade of the ports in the White Sea, fixed also for the 15th of May, was subsequently postponed to the 12th of August, although it is a well-known fact that the ice breaks up and navigation opens much earlier in the White Sea than in the Gulf of Bothnia; moreover full cargoes of tar, hemp, flax, deals, grain, &c., of which a large share belonged to Russian and continental merchants, were allowed to depart unmolested, until the latter end of September, from the White Sea.

The Russian government, knowing the usual period for the opening of navigation in the northern seas, fixed the 18th of June as the date up to which the property of British subjects might be removed. The 15th of May was a date eighteen days earlier than the navigation was known to be open for centuries past.

For the foregoing reasons we hope Her Majesty's Government will be of opinion, that as our property was unnecessarily destroyed, and without authority, and as no sufficient opportunity was permitted to us to remove it, we are justly entitled to compensation for the damage we have sustained.

We have, &c.
(signed) *Henry Dresser & Co.,*
British Merchants.

Gentlemen,

Treasury Chambers, 17 June 1858.

I AM commanded by the Lords Commissioners of Her Majesty's Treasury to acquaint you, that my Lords have had under consideration your letter of the 11th instant, requesting compensation for the loss of property at Uleaborg, and that they regret that they cannot entertain any claim for property destroyed on enemy's territory.

Messrs. Dresser & Co.
14, Great St. Helens.

I am, &c.
(signed) *C. E. Trevelyan.*

COPIES of REPORTS from the ADMIRALTY, dated 7th June 1856, and of its Enclosures, and 26th February 1858, in MEMORIALS from Messrs. *Mathieson* and *Ritter*, for Compensation for Property belonging to them, Destroyed in the Gulf of *Bothnia* by Rear Admiral *Plumridge's* Squadron in 1854.

Sir,

Admiralty, 7 June 1858.

HAVING laid before my Lords Commissioners of the Admiralty your letter of the 28th ultimo, enclosing a memorial and other papers from Messrs. *Mathieson* and *Ritter*, requesting compensation for certain deals and boards belonging to them at *Uleaborg*, which were destroyed by Rear Admiral *Plumridge's* squadron in 1854, I am commanded by their Lordships to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that some time since, the Foreign Office having requested information on the subject, a report was obtained from Rear Admiral *Plumridge* of the circumstances attending the destruction of this property, and a copy transmitted to the Earl of *Clarendon* in reply.

My Lords now desire me to transmit a copy of the above report for the information of the Lords of Her Majesty's Treasury, and to inform you that my Lords cannot admit any claim for property destroyed on enemy's territory.

The original enclosures accompanying your letter are herewith returned.

J. Wilson, Esq., Treasury.

I am, &c.
(signed) *Thos. Phinn.*

Sir,

Devonport Yard, 30 June 1855.

IN reply to your letter of the 28th instant, enclosing copies of a letter, dated the 23d instant, from Her Majesty's Under Secretary of State for Foreign Affairs, and its enclosures from Mr. C. *Mathieson*, relating to a claim against Her Majesty's Government for certain deals destroyed by me in June 1854 at *Uleaborg*, and directing me to report thereon, for the information of the Lords Commissioners of the Admiralty,

I beg to state that I had the honour to explain to their Lordships on the 18th September 1854, relative to the destruction of stores contraband of war at *Uleaborg*, in which category I imagine the 3-inch deals, &c. are included as most applicable material for the decks and building of "gunboats," which it was my duty to destroy, and if possible the enemy to preserve, which ~~they vainly attempted to do, by scuttling~~ some in the river, which boats were set on fire by us, and burnt to the water's edge.

Had these 3-inch and other deals been ever so small or thin, and in such close proximity to a vast number of stacks of timber, some of very large scantling, many stacks of deck-planks, several heaps of spars, a stack of worked oak timber, apparently for stem and stern pieces of ships, and all in the very neighbourhood of 6,000 square yards of unmanufactured pitch, being an average of height of about three feet, to say nothing of 30,000 barrels of pitch and tar, the banks of the river all of course in contiguity with the 3-inch deals, &c. were burnt; nevertheless, however, eight store-houses on the right bank of the river were spared, because the burning of those would have destroyed a private house.

It would be tedious to their Lordships to comment at greater length on the losses sustained by such a vast conflagration of most inflammable materials.

I beg to send a copy of my former letter of explanation, and to state that I verily believe the greatest forbearance and caution were manifest, to spare private property by those under my command.

The Secretary of the Admiralty.

I am, &c.
(signed) *Hanway Plumridge.*

(Copy of Enclosure.)

Sir,

Neptune, off *Nargen*, 18 September 1854.

IN reply to their Lordships' directions contained in their Secretary's letter of the 28th ult., referring to the destruction of stores, contraband of war at *Uleaborg*, I beg to state that Lieutenant (now Commander) *Priest* received orders to destroy all such, and public property, and I have every reason to believe that in so far as he was able to discriminate, he confined himself within the limits of his orders; nevertheless, in so extensive a conflagration,

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20 PAPERS :—PROPERTY DESTROYED IN THE GULF OF BOTHNIA.

it was impossible to prevent damage being done to private timber, if such was in contiguity with the ships on the stocks, and extensive stores in the building yards destroyed.

It may not be irrelevant to mention, that this, said to be English private property, had evidently been in the same locality, and mixed up with the other contraband of war naval stores ; and, consequently, if English private property, was more advantageously available to the enemy for building their next batch of gun-boats ; and it may be naturally doubted whether the " said to be English private property " was not used in the building of the twelve gun-boats only completed a short time before the great conflagration of the 1st June 1854, of which I have since had notice from our Chargé d'Affaires at Stockholm.

The nature of the operations being so very limited, did not admit of a plan being made at the time ; and I have no data to make one by me.

Vice Admiral Sir Charles Napier, K.C.B.

I have, &c.
(signed) J. H. Plumridge,
Rear Admiral.

Sir,

Admiralty, 26 February 1858. L.

IN reply to your letter of the 22d instant, transmitting a copy of a memorial from Messrs. Mathieson and Ritter, praying for compensation for loss of property destroyed at Uleaborg by the squadron under Admiral Plumridge, in 1854, and requesting to be favoured with any observations which the Lords Commissioners of the Admiralty may have to offer on the subject ; I am commanded by their Lordships to request you will refer the Lords Commissioners of Her Majesty's Treasury to the Admiralty letter, dated the 6th June 1856, on the same subject, and acquaint them that my Lords have nothing further to add to that communication.

I am, &c.
(signed) W. G. Romaine.

Sir C. E. Trevelyan, K.C.B., &c. &c. &c., Treasury.

BOTHNIA.

COPIES of MEMORIALS addressed to the Treasury in reference to LOSSES incurred by BRITISH SUBJECTS in consequence of the DESTRUCTION of their PROPERTY by Her Majesty's Forces in the Gulf of *Bothnia*, during the recent War with the Emperor of Russia, and of Replies to the same.

(*Mr. Crawford.*)

*Ordered, by The House of Commons, to be Printed,
12 July 1858.*

COALS (WOOLWICH AND PORTSMOUTH).

RETURN to an Order of the Honourable The House of Commons,
dated 6 May 1858 ;—*for*,

RETURN “of all **COALS** tried at **WOOLWICH** and **PORTSMOUTH DOCK-**
YARDS; specifying the description of Coal, with the Evaporative Power,
amount of Ash, Clinker, and Smoke: to be transmitted in a tabulated
form.”

Admiralty, }
26 June 1858. }

C. H. PENNELL,
Chief Clerk.

(Mr. Liddell).

Ordered, by The House of Commons, to be Printed,
30 June 1858.

No. 1.—REPORT OF TRIALS OF COALS at WOOLWICH DOCKYARD, between the 16th July 1847 and the 8th February 1848.

DESCRIPTION of	Date of the Trial.	Results deduced from the Trials.						Details of the Trials.										REMARKS.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
		Pounds of Water evapo- rated to 1 lb. of Fuel consumed.		Cubic Feet of Water evaporated per Hour.		Per-centage of		Temperature		Time				Weight of					No. of Tanks evaporated.	Distance of the Bars apart.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
		Calculated at the Temperature of the Feed Water.	Calculated at the Temperature of the Feed Water.	Calculated at the Temperature of the Feed Water.	Calculated at the Temperature of the Feed Water.	Clinker.	Ash.	Clinker and Ash.	Of Water in the Boiler be- fore the Experiment.	Of Water passing into the Boiler.	Of the Air.	Of Lighting the Fires.	When the Steam was up.	When the First Tank commenced running into Boiler.	Of ending the Experiment.	Occupied in making the Experiment.	Used in raising Steam periments.				Used in making Ex- periments.	Ashes.	Clinkers.	Water contained by Tank.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
WELSH COAL:		lbs.	lbs.	C. ft.	C. ft.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														

No. 2.—REPORT of Trials of COALS at WOOLWICH DOCKYARD, between the 9th February 1848 and the 15th July 1852.

DESCRIPTION OF THE FUEL TRIED.	Number of Trials from which the Average Results are deduced.	Pounds of Water evaporated to 1 lb. Coal consumed, calculated from 100° constant Temperature of the Feed Water.	Cubic feet of Water evaporated per Hour, calculated from 100° constant Temperature of the Feed Water.	Per-centage of Clinker.	Per-centage of Ash.	Per-centage of both Clinker and Ash.	S M O K E.
WELSH COALS:							
Bedwas - - - - -	1	8.35	45.3	2.08	6.16	8.25	Black smoke.
Birchgrove Graigola - - - - -	3	8.53	48.37	1.43	9.13	10.55	Nearly smokeless.
Blaendare Big Seam - - - - -	1	8.28	43.76	3.84	5.1	8.44	Black smoke.
Brymbo Main - - - - -	2	8.52	44.24	.95	6.4	7.35	No record.
Ditto - 2-yard Vein - - - - -	1	8.45	45.02	1.13	6.49	7.62	- ditto.
Ditto - 4-feet Vein - - - - -	1	8.34	43.03	1.08	5.7	6.78	- ditto.
Cord Talon - - - - -	5	7.68	52.11	.96	5.4	6.36	Light smoke.
Coleshill Coal - - - - -	1	7.68	52.06	.25	3.11	3.36	No record.
Ditto - Bagillt - - - - -	2	7.92	49.33	.62	3.57	4.19	- ditto.
Cwm Amman - - - - -	4	8.6	45.02	1.75	3.61	5.36	Light smoke.
Cwmfrod Rock Vein - - - - -	1	8.72	46.88	2.11	4.18	6.29	Black smoke.
Ebbw Vale - - - - -	3	9.26	38.79	1.78	6.73	8.66	Light brown smoke.
Euloe Colliery - - - - -	2	8.28	48.36	1.31	3.71	5.02	Little smoke.
Gellia Steam Coal - - - - -	2	8.54	43.83	2.87	6.21	9.09	No record.
Golynos - - - - -	1	9.02	42.62	1.69	3.91	5.6	Black smoke.
Graigola Steam Coal - - - - -	3	8.89	35.59	1.42	6.69	8.11	No smoke.
Ditto - - - - (handpicked) - - - - -	1	8.84	41.02	.71	5.52	6.23	No record.
Gwythen Charcoal Vein - - - - -	1	8.21	47.55	1.95	4.4	6.35	Light smoke.
Lochgilly Coal - - - - -	2	7.66	46.06	.1	4.12	4.22	- ditto.
Merthyr - - - - -	28	8.78	45.42	1.02	5.54	6.56	- ditto.
Ditto - Aberdare - - - - -	3	8.75	46.78	1.61	4.06	5.67	No record.
Ditto - ditto - Fothergill's - - - - -	43	8.51	44.79	1.47	4.53	6.	Light smoke.
Ditto - Aberaman - - - - -	1	8.63	47.72	1.49	3.97	5.46	- ditto.
Ditto - Crosfield - - - - -	2	9.37	45.14	1.25	6.38	7.63	No record.
Ditto - ditto - and Gadley's - - - - -	1	8.66	46.12	.91	7.53	8.44	- ditto.
Ditto - (handpicked) - - - - -	8	8.92	45.84	1.13	4.82	5.95	Light smoke.
Ditto - Nixon's - - - - -	6	8.76	45.54	.98	4.34	5.32	- ditto.
Ditto - Wensleydale - - - - -	1	8.91	45.84	.61	6.49	7.1	No record.
Ditto - Wood's - - - - -	1	8.87	48.7	.67	5.68	6.35	- ditto.
Machin Rock Vein - - - - -	1	8.32	47.27	1.37	4.78	6.16	Much black smoke.
Morfa Steam Coal - - - - -	1	8.53	44.63	1.12	4.63	5.75	Black smoke.
Ditto, Vivian's - - - - -	2	8.6	44.94	1.3	5.23	6.54	Much black smoke.
Resolven (handpicked) - - - - -	1	8.64	45.32	.54	4.35	4.89	No record.
Rock Vein - - - - -	2	8.6	48.11	2.39	5.89	8.28	- ditto.
NORTH COUNTRY COALS:							
Alloa Colliery - - - - -	2	8.89	55.07	1.01	5.02	6.04	Little black smoke.
Bourtreehill Coal - - - - -	1	7.56	45.96	1.27	4.67	5.94	Much smoke.
Clackmannan - - - - -	3	8.09	45.39	.67	4.76	5.43	Black smoke.
Cuttlehill - - - - -	1	7.72	42.57	-	5.74	-	No record.
Derwentwater, Radcliffe Colliery - - - - -	1	8.27	50.22	1.1	3.83	4.93	Black smoke.
Garforth Steam Coal - - - - -	2	7.12	40.33	1.26	5.6	6.86	Light smoke.
Gawber Hall - - - - -	2	8.14	42.49	1.05	4.11	5.16	No record.
Gower Coal - - - - -	2	7.83	44.58	.92	5.28	6.21	Black smoke.
Halsnead Coal - - - - -	3	7.48	47.23	1.24	3.69	4.93	Dark smoke.
Hartley Coal - - - - -	2	7.74	45.78	1.06	5.77	6.83	No record.
Ditto - Bates' West - - - - -	1	7.39	48.27	.66	7.07	7.73	Heavy black smoke.
Ditto - Belmont - - - - -	2	8.4	46.3	1.43	3.97	5.41	No record.
Ditto - Buddle's - - - - -	4	7.8	45.61	1.15	4.11	5.27	Much smoke.
Ditto - ditto - West - - - - -	17	7.82	46.33	1.28	4.09	5.38	Black smoke.
Ditto - Carr's - - - - -	15	8.19	45.45	1.22	3.93	5.14	Dark smoke.
Ditto - ditto - West - - - - -	1	8.35	48.43	1.	5.88	6.88	Heavy black.
Ditto - Clifton's West - - - - -	3	7.91	45.02	1.48	4.57	6.05	- ditto.

DESCRIPTION OF THE FUEL.	Number of Trials from which the Average Results are deduced.	Pounds of Water evaporated to 1 lb. Coal consumed, calculated from 100° constant Temperature of the Feed Water.	Cubic Feet of Water evaporated per Hour, calculated from 100° constant Temperature of the Feed Water.	Percentage of Clinker.	Percentage of Ash.	Percentage of both Clinker and Ash.	S M O K E.
North Country Coals—continued.							
Hartley Cowpen - - - -	2	7·63	44·87	·73	5·94	6·68	No record.
Ditto Fenham's - - - -	21	8·53	43·47	2·07	5·1	7·17	Heavy black.
Ditto - ditto West - - - -	1	8·87	42·41	2·89	6·25	9·14	- ditto.
Ditto Hedley's - - - -	1	8·4	47·02	1·29	2·91	4·2	No record.
Ditto Hetton West - - - -	3	8·45	47·39	1·18	6·98	8·16	- ditto.
Ditto Howard's West Netherton - -	2	7·67	46·22	1·35	6·8	8·15	- ditto.
Ditto Jonassohn's - - - -	4	8·09	49·12	·88	5·34	6·23	Little black smoke.
Ditto Langridge West - - - -	1	7·82	47·57	1·46	3·75	5·21	No record.
Ditto - ditto Best - - - -	2	7·86	46·1	1·18	3·39	4·57	Light smoke.
Ditto Morpeth - - - -	6	7·87	47·58	1·52	4·7	6·22	Little black smoke.
Ditto Newcastle - - - -	2	8·49	45·41	2·07	5·73	7·81	No record.
Ditto Wellington West - - - -	1	8·89	42·48	1·37	5·09	6·46	Black smoke.
Ditto Whitworth - - - -	2	8·4	42·88	1·79	3·81	5·61	- ditto.
Ditto Willington West - - - -	1	8·92	43·11	1·35	3·65	5·	No record.
Heaton Colliery - - - -	3	8·79	46·2	2·38	6·29	8·67	Much smoke.
Hoyland Colliery - - - -	2	8·7	48·98	·55	3·95	4·5	Black smoke.
Ditto and Elsecar - - - -	3	8·15	45·78	·67	4·12	4·79	No smoke.
Ince Hall Coal - - - -	2	7·72	45·22	1·44	5·4	6·85	Very smoky.
Lindsay Mine - - - -	2	7·9	42·86	2·04	2·83	4·88	No record.
Lord Rosslyn's Coal - - - -	1	6·11	42·66	1·67	6·08	7·75	Black smoke.
Lumley's Steam Coal - - - -	2	8·54	37·4	1·01	6·63	7·64	No record.
Ramsay's Adair's Main - - - -	3	8·65	43·1	1·01	5·35	6·36	Light brown.
Rochsole's Colliery - - - -	3	7·76	46·54	1·67	2·82	4·49	Light smoke.
Skerrington Coal - - - -	3	7·81	47·6	1·03	3·63	4·66	Much smoke.
Splint Coal - - - -	3	7·25	42·29	·67	4·2	4·87	Light smoke.
Staveley Main Coal - - - -	8	7·69	41·27	·71	4·26	4·96	- ditto.
Whitefield Colliery - - - -	2	9·49	52·17	·05	4·42	4·47	Little brown smoke.
PATENT FUEL - - - -	1	8·59	48·85	1·97	4·21	6·18	No record.
Ditto - Holland's - - - -	6	7·94	39·51	1·7	6·3	8·	Light brown.
Ditto - Warlich's - - - -	8	8·7	44·12	2·4	7·64	10·04	Little brown smoke.
ANTHRACITE COAL - - - -	2	9·58	35·43	1·43	10·32	11·81	No record.
Ditto - - - Bonville's Court - -	3	8·35	31·19	1·02	5·57	6·59	- ditto.
Ditto - - - Watney's - - - -	4	8·87	41·44	1·48	6·58	8·08	Smokeless.
CAMBRIAN STEAM FUEL - - - -	3	8·32	45·45	1·17	5·81	6·98	
CHILIAN COAL - - - -	1	7·29	38·83	2·8	3·33	6·13	Light smoke.
SINGAPORE COAL - - - -	1	6·97	48·77	-	9·99	-	No record.
COKE CONSOLIDATED - - - -	2	8·76	19·47	·14	19·11	19·25	- ditto.

Woolwich Yard, }
10 April 1858. }

No. 3.—REPORT of Trials of COALS at WOOLWICH DOCKYARD, between the 16th July 1852 and the 31st March 1858.

DESCRIPTION OF THE FUEL TRIED.	Number of Trials from which the Average Results are obtained.	Pounds of Water evaporated to 1 lb. Coal consumed, calculated from 100° constant Temperature of the Feed Water.	Cubic Feet of Water evaporated per hour, calculated from 100° constant Temperature of the Feed Water.	Per-centage of Clinker.	Per-centage of Ash.	Per-centage of both Clinker and Ash.	S M O K E.
WELSH COAL:							
Abercarn Black Vein - - -	1	9·01	46·49	1·25	4·46	5·71	No record.
Aberdare Steam Coal - - -	1	8·98	49·81	1·72	5·93	7·65	Light smoke.
Ditto - Fothergill's - - -	1	9·44	47·6	1·79	4·37	6·16	Light brown smoke.
Ditto - Bwllfa - - -	2	9·4	50·28	1·43	5·75	7·19	Light smoke.
Blaendare Merthyr - - -	1	9·06	47·68	3·12	6·14	9·26	- - ditto
Blaengwaur Merthyr - - -	7	9·38	49·44	1·53	5·84	7·37	Light brown.
Bute Merthyr - - -	5	9·2	48·39	3·07	5·19	8·26	- - ditto.
Camnethan - - -	2	8·21	51·91	·55	3·99	4·54	Brown, moderate quantity.
Carr's Merthyr - - -	3	9·14	49·21	1·99	5·23	7·21	Black smoke.
Charcoal Vein - - -	1	8·98	46·79	1·95	5·06	7·01	No record.
Cwm Amman - - -	6	8·93	45·93	2·01	5·27	7·28	Light smoke.
Ebbw Vale - - -	1	9·09	43·82	2·51	6·41	8·92	No smoke.
Elsecar Hard Steam Coal - - -	3	8·27	45·99	·73	5·33	6·06	No record.
Gwythen Charcoal Vein - - -	4	8·95	48·16	2·7	3·8	6·51	No smoke.
Llanelly - - -	1	8·43	46·43	1·96	6·8	8·76	No record.
Llangenneck - - -	2	8·81	46·52	2·36	6·41	8·77	No smoke.
Ditto - - (handpicked) - - -	2	8·44	44·92	2·03	5·73	7·76	- ditto.
Machen Black Vein - - -	1	8·81	50·44	2·1	5·39	7·49	Black smoke.
Merthyr - - -	4	9·06	48·17	1·66	4·66	6·23	Light smoke.
Nevill's Llanelly - - -	2	8·56	47·59	2·03	5·8	7·83	- - ditto.
New Black Vein Steam Coal - - -	2	9·56	50·67	·79	5·75	6·54	Large quantity of brown smoke.
Newelline - - -	1	8·07	48·25	2·21	6·25	8·46	No record.
Powell's Duffryn - - -	1	9·08	48·26	1·35	6·81	8·16	Light smoke.
Resolven - - -	9	9·06	48·1	1·77	5·48	7·25	Light brown.
Ditto - (handpicked) - - -	1	9·15	49·79	1·75	4·4	6·15	No record.
Risca Rock Vein - - -	1	8·26	46·67	1·87	5·22	7·09	- ditto.
Squborwen Merthyr - - -	12	8·93	46·51	1·85	6·	7·85	Light smoke.
Thomas' Merthyr - - -	2	9·28	49·99	1·84	4·61	6·45	No record.
Wagnus' Merthyr - - -	2	8·79	47·25	1·76	6·48	8·24	- ditto.
Waynes' Merthyr - - -	1	8·98	48·43	1·79	5·23	7·02	Very light smoke.
Welsh Coal - - -	2	9·33	48·62	1·75	6·16	7·92	No record.
Little Raith Lochgilly - - -	2	7·27	46·68	·92	7·43	8·35	Much light smoke.
Tillery Big Vein - - -	2	8·89	51·99	1·07	4·37	5·64	No record.
Brymbo Steam Coal - - -	2	7·95	50·47	1·57	4·81	6·4	Black smoke.
Elled's Vein - - -	3	9·1	51·21	1·55	5·29	6·84	Brown, large quantity.
Garden Edge Colliery Coal - - -	3	8·41	50·87	·98	5·14	6·12	Black, moderate quantity.
Gellia Cadoxton Steam Coal - - -	2	8·91	49·07	1·68	5·7	7·38	Very light smoke.
NORTH COUNTRY COAL:							
Barleith and Dollar's Steam Coal - - -	1	7·95	49·45	·46	4·17	4·63	Black, moderate quantity.
Barleith Steam Coal - - -	4	8·32	49·39	1·29	4·17	5·46	Light brown.
Bates' Hartley - - -	1	6·71	45·66	2·12	4·12	6·24	No record.
Ditto, West Hartley - - -	3	7·7	46·41	1·34	5·23	6·56	Black smoke.
Bebside Colliery Coal - - -	4	8·14	49·82	·95	4·6	5·55	- - ditto.
Bell's Primrose - - -	3	9·46	45·67	2·4	6·68	9·08	No record.
Buddle's Hartley - - -	23	7·79	47·98	1·49	4·08	5·58	Dark smoke.
Ditto - West Hartley - - -	38	8·03	48·34	1·41	4·47	5·87	Black smoke.
Carr's Hartley - - -	9	8·05	48·63	1·71	3·76	5·47	Black, large quantity.
Derwentwater West Hartley - - -	1	7·69	48·23	1·67	4·72	6·39	No record.
Earsdon's Hartley - - -	3	8·25	50·12	·71	4·88	5·59	Great quantity of black smoke.
Ince Hall - - -	1	8·04	45·62	1·08	3·76	4·84	No record.

DESCRIPTION OF THE FUEL TRIED.	Number of Trials from which the Average Results are obtained.	Pounds of Water evaporated to 1 lb. of Coal consumed, calculated from 100° constant Temperature of the Feed Water.	Cubic Feet of Water evaporated per Hour, calculated from 100° constant Temperature of the Feed Water.	Per-centage of Clinker.	Per-centage of Ash.	Per-centage of both Clinker and Ash.	S M O K E.
North Country Coal—continued.							
Kilnhurst Hard - - - -	1	7.74	45.77	1.21	3.24	4.45	Much black smoke.
Land Engine Coal - - - -	1	7.86	48.09	1.51	4.68	6.19	No record.
Lord Ward's Steam Coal - - -	2	7.6	51.3	1.36	4.37	5.74	Brown, in moderate quantity.
Lundhill Hard Coal - - - -	2	6.84	49.19	1.22	3.92	5.14	Black, in great quantity.
Ditto Soft ditto - - - -	3	8.55	50.42	1.6	3.87	5.47	- ditto - ditto.
Midgeholme - - - -	2	9.25	44.26	.59	6.16	6.75	No record.
Oaks Colliery - - - -	4	7.75	44.91	.42	6.03	6.46	Heavy smoke.
Orrell Steam Coal - - - -	2	8.78	42.61	1.54	6.82	8.37	No record.
St. Helen's Tees - - - -	3	9.19	54.15	.38	4.78	5.11	Black, in large quantity.
Skerrington Colliery - - - -	2	8.69	52.45	1.67	5.73	7.41	Light smoke.
Strangeways Colliery, 3-ft. Seam -	1	7.91	48.17	.87	5.28	6.15	Black, in small quantity.
Walthen House, or New House - -	1	8.62	49.11	2.85	5.07	7.92	No record.
Wather House Steam Coal - - -	4	7.84	47.75	2.46	3.64	6.11	- ditto.
Wellwood Colliery - - - -	2	7.97	50.25	1.06	7.05	8.1	Heavy black smoke.
Wigan, 4-ft. Seam - - - -	1	7.97	45.38	1.64	5.75	7.39	No record.
Yate Deep Vein - - - -	3	8.26	51.11	3.1	4.47	7.57	Much black smoke.
Garforth's Hartley - - - -	2	8.06	50.11	.61	5.75	6.36	Heavy smoke.
Gawber Hall Steam Coal - - -	5	7.84	43.01	1.23	5.8	7.05	Light smoke.
Grey's Broomhill - - - -	5	8.04	48.87	1.14	5.66	6.79	Heavy black smoke.
Grimsby Coal, Sheffield Railway -	1	7.46	45.84	1.69	4.24	5.93	No record.
Hastings Hartley - - - -	1	7.73	47.45	1.16	3.94	5.1	Heavy black smoke.
Howard's West Hartley - - - -	17	8.08	49.58	1.24	4.69	5.93	Dark smoke.
Ditto - Netherton - - - -	6	9.58	58.36	2.22	5.14	7.36	- ditto.
Lyon's West Hartley - - - -	4	8.71	52.73	1.17	4.95	6.12	Black smoke.
North Country Coal - - - -	1	8.16	50.14	1.47	5.03	6.5	Heavy black smoke.
North Gawber Steam Coal - - -	1	7.71	45.04	.85	4.59	5.44	No record.
Ravensworth's Hartley - - - -	3	7.77	48.44	1.63	4.79	6.42	Heavy black smoke.
Washington's West Hartley - - -	2	8.63	48.26	2.91	5.98	8.89	Black smoke.
Wellington Hartley - - - -	1	7.84	49.92	1.51	4.09	5.6	- ditto.
West Hartley - - - -	2	8.08	47.97	1.79	4.46	6.25	Heavy smoke.
Whitworth Park - - - -	2	8.79	46.49	.92	5.14	6.07	No record.
Wombwell Main - - - -	3	8.26	44.89	.81	4.5	5.31	- ditto.
Atherton Steam Coal - - - -	4	8.22	48.76	.74	4.93	5.67	Black smoke.
Garswood Park - - - -	1	7.99	51.61	1.19	5.29	6.48	No record.
PATENT FUEL - - - -	3	9.11	48.2	2.4	3.86	6.26	Black smoke.
Ditto - Lyon's - - - -	2	8.98	47.4	2.86	4.37	7.24	No record.
Ditto - Warlich's - - - -	4	9.16	46.47	3.03	5.62	8.65	- ditto.
Ditto - Captain Cochrane's - -	1	4.01	22.09	7.76	32.5	40.26	- ditto.
Ditto - Temperly's - - - -	3	8.5	42.45	.99	7.19	8.19	- ditto.
ST. DOMINGO (Samana) - - - -	1	1.29	10.59	-	18.	18.	Little smoke.
PORT ADELAIDE - - - -	1	6.44	32.3	7.42	23.35	30.77	No smoke.
ANTHRACITE - - - -	4	6.87	26.64	.18	2.42	2.6	Nearly smokeless.
Ditto Killgetty - - - -	6	9.02	42.68	.64	11.3	11.94	No record.

Woolwich Yard,
31 March 1858.]

No. 4.—REPORT of all Trials of COALS at PORTSMOUTH DOCKYARD.

DESCRIPTION OF COAL.	Number	AVERAGE RESULTS.				REMARKS.			
	of	Pounds of	Ash.	Clinker.	Both Ash and Clinker.	Ash.	Clinker.	Smoke.	
	Trials.	Water evaporated to 1 lb. of Coal.							
WELSH COALS :									
Abbey Graigola - - - -	14	8.05	3.22	1.46	4.68	Light	Slag	Light.	
Aberdare - - - -	15	8.09	3.56	1.48	5.04	Dark	Metallic	- ditto.	
Abercorn - - - -	1	7.38	3.0	1.50	4.50	Light	- ditto	Dark.	
Aberamen Merthyr - - - -	1	7.65	3.74	1.86	5.6	- ditto	Slag	Light.	
Birchgrove Graigola - - - -	45	8.45	2.98	1.41	4.39	Dark	Brittle	- ditto.	
Bettws Vein - - - -	18	7.59	3.01	2.01	5.02	Light	Slag	Black.	
Carr's Merthyr - - - -	7	8.38	3.30	1.49	4.79	Dark	- ditto	Dark.	
Duffryn - - - -	3	7.74	3.71	1.41	5.12	- ditto	Brittle	None.	
Blaengwaur - - - -	29	8.19	3.71	1.30	5.01	- ditto	Metallic	Light.	
Ebbw Vale - - - -	43	7.60	3.60	1.51	5.11	Light	Slag	- ditto.	
Gelia Cadoston - - - -	4	8.34	3.44	1.74	5.18	Dark	Brittle	- ditto.	
Gwythen Charcoal Vein - - - -	48	8.07	3.32	1.79	5.11	Light	Slag	- ditto.	
Llannelly, Nevill's - - - -	62	8.45	3.48	1.65	5.13	Dark	Metallic	- ditto.	
Llangenneck - - - -	48	8.13	4.52	2.61	7.13	- ditto	Shale	- ditto.	
Machin Black Vein - - - -	23	7.18	3.14	1.59	4.73	Light	Slag	- ditto.	
Machin - - - -	4	7.48	3.42	1.00	4.42	- ditto	Shale	Black.	
Machin Rock Vein - - - -	6	7.58	3.16	.80	3.96	- ditto	Slag	- ditto.	
Morfa - - - -	19	7.95	3.33	1.57	4.90	- ditto	Cloggy	Dark.	
Resolven - - - -	103	8.15	3.86	.97	4.83	Dark	Metallic	Light.	
Sguborwen Merthyr - - - -	86	8.20	3.32	1.49	4.81	Light	Slag	Dark.	
Risca Rock Vein - - - -	37	7.38	2.5	1.11	3.6	- ditto	- ditto	- ditto.	
Tillery, Price's - - - -	21	7.62	3.23	1.45	4.68	- ditto	Shale	- ditto.	
Vron - - - -	4	7.48	3.12	1.88	5.0	- ditto	Slag	Black.	
Wayne's Merthyr - - - -	21	8.31	3.67	1.46	5.13	Dark	- ditto	Light.	
Merthyr - - - -	21	8.31	4.38	.71	5.09	- ditto	Metallic	- ditto.	
Blaendare - - - -	1	7.38	6.62	2.41	9.03	Light	Slag	Dark.	
Graigola - - - -	6	8.35	4.05	.93	4.98	Dark	Brittle	Light.	
Stone Coal - - - -	1	7.87	3.27	1.52	4.79	Dark	Slag	Light.	
Thomas' Merthyr - - - -	1	8.07	3.0	1.56	4.56	Light	- ditto	- ditto.	
Gwythyr - - - -	6	7.53	4.40	1.42	5.82	Dark	Shale	- ditto.	
Westminster - - - -	1	7.5	2.02	1.23	3.25	- ditto	Metallic	Black.	
Milford Vein - - - -	1	7.14	10.29	.63	10.92	- ditto	- ditto	Light.	
Garnet Vein - - - -	1	6.66	11.37	.53	11.90	- ditto	- ditto	- ditto.	
Powell's Duffryn - - - -	6	8.25	3.06	1.59	4.65	Light	Slag	very Light.	
Tredegar - - - -	2	8.42	3.35	.45	3.80	White	- ditto	Light.	
Wood's Merthyr - - - -	5	7.91	3.33	1.35	4.68	Dark	- ditto	- ditto.	
Nixon's Merthyr - - - -	1	8.07	2.93	1.59	4.52	- ditto	Metallic	Dark.	
Brynmally - - - -	3	6.93	2.50	.82	3.32	- ditto	Thin	None.	
Cwm Amman Merthyr - - - -	5	8.20	3.92	1.67	5.59	- ditto	Slag	Light.	
NORTH COUNTRY COALS :									
Buddle's West Hartley - - - -	55	7.02	3.02	1.10	4.12	Light	Shale	Light.	
Hastings - ditto - - - -	13	7.06	2.93	1.19	4.12	- ditto	- ditto	Dark.	
Howard's - ditto - - - -	36	7.05	2.81	1.45	4.26	- ditto	- ditto	Black.	
Pemberton - - - -	5	5.02	2.13	1.02	3.15	Dark	Cloggy	- ditto.	
Carr's Hartley - - - -	28	7.24	3.35	.71	4.06	Light	Metallic	Dark.	
Belmont Hartley - - - -	1	8.0	3.0	.67	3.67	- ditto	Brittle	- ditto.	
Davison's Hartley - - - -	1	7.28	3.93	1.77	5.70	- ditto	Slag	Black.	
Ravenworth Hartley - - - -	6	6.97	2.59	1.12	3.71	- ditto	Shale	Dark.	
Wellington Hartley - - - -	1	7.71	2.98	1.81	4.79	- ditto	- ditto	Black.	
Newcastle Hartley - - - -	4	7.75	4.35	2.90	7.25	- ditto	Metallic	- ditto.	
Ponty Clere - - - -	1	7.0	10.41	.45	10.86	Dark	- ditto	Light.	
Kirkwood - - - -	2	7.42	4.89	.47	5.36	- ditto	Brittle	- ditto.	
Longridge Hartley - - - -	1	6.91	3.37	.69	4.06	White	Shale	Dark.	
Strangeway Hall - - - -	5	6.89	1.78	1.47	3.25	Dark	Brittle	- ditto.	
Barleith and Dollar's - - - -	2	6.72	.90	.96	1.86	Light	Slag	- ditto.	
Coleshill - - - -	1	7.6	2.24	.37	2.61	Dark	Soft	Light.	
ANTHRACITE - - - -	8	7.76	2.04	.84	2.88	Dark	Metallic	Dark.	
Ditto - Morgan's - - - -	1	7.74	1.82	.6	2.42	- ditto	- ditto	None.	
PATENT FUEL - - - -	5	7.46	3.52	2.07	5.59	Light	Brittle	Dark.	
Ditto - Warlich's - - - -	1	9.23	1.88	1.68	3.56	- ditto	Thin	- ditto.	
Ditto - Lyon's - - - -	8	7.58	5.00	1.84	6.84	Dark	Metallic	- ditto.	
TURKISH COAL - - - -	1	6.46	4.46	4.37	8.83	Brown	Slug	Black.	

Portsmouth Yard, 26 April 1858.

COALS (WOOLWICH AND PORTSMOUTH).

RETURN of all Coals tried at WOOLWICH
and PORTSMOUTH DOCKYARDS; specifying
the description of Coal, with the Evaporative
Power, amount of Ash, Clinker, and Smoke, &c.

(*Mr. Liddell*).

*Ordered, by The House of Commons, to be Printed,
30 June 1858.*

375.

Under 1 oz.

N A V Y.

RETURN to an Order of the Honourable The House of Commons,
dated 25 March 1858 ;—for,

RETURNS “of the Number of CONTINUANCE SERVICE MEN in the Fleet on the 1st day of January 1857 ; and the Number Discharged that Year, and whether Discharged by Survey or not :”

“ Of the Number of CONTINUANCE SERVICE MEN in the Fleet on the 1st day of January 1858 ; and the Number since Entered :”

“ And, of the Number of Boys in the Service on the 1st day of January 1857, and the Number Discharged ; also, of the Number on the 1st day of January 1858.”

Admiralty, }
3 May 1858.}

C. H. PENNELL,
Chief Clerk.

A RETURN relative to the CONTINUOUS SERVICE MEN and BOYS serving in HER
MAJESTY'S NAVY, for the Periods specified.

Number of Continuous Service Men serving in the Fleet on 1st January 1857 - - - - -	17,432
Number of Continuous Service Men discharged from the service during the year 1857, including 604 discharged by survey - - - - -	2,973
Number of Continuous Service Men serving in the Fleet on 1st January 1858 - - - - -	15,694
Number of Continuous Service Men entered into the service since 1st January 1858, up to 30th April 1858 (as per engagements received to that date) -	530

Number of Boys serving in the Fleet on 1st January 1857 - - - - -	7,520
Number of Boys discharged from the service during the year 1857 - - - - -	865
Number of Boys serving in the Fleet on 1st January 1858 - - - - -	5,854

Admiralty, }
1 May 1858.}

R. M. Bromley,
Accountant-General of the Navy.

N A V Y.

**RETURN relative to the CONTINUOUS SERVICE
MEN and BOYS serving in HER MAJESTY'S
NAVY, in 1867 and 1868.**

(Sir Charles Napier.)

***Ordered, by The House of Commons, to be Printed,
4 May 1868.***

N A V Y.

RETURN to an Order of the Honourable The House of Commons,
dated 23 April 1858;—for,

**A RETURN “of the Number of CONTINUOUS SERVICE MEN in the NAVY
who accepted their DISCHARGE, and then entered for Five Years.”**

Admiralty, }
17 May 1858. }

C. H. PENNELL,
Chief Clerk.

**RETURN showing the Number of CONTINUOUS SERVICE MEN in the ROYAL
NAVY who accepted their DISCHARGE under the Admiralty Circular Order
of the 13th May 1857, permitting them to be Discharged without Purchase ;
and the Number of the same who re-entered the Navy for Five Years as Non-
continuous Service Men during the operation of the said Circular Order.**

Number of Continuous Service Men who accepted their Discharge from the Navy under the Circular Order above quoted	- - - - -	2,286
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Number of the above who re-entered the Navy and Coast Guard Service afloat for five years, during the opera- tion of the said Circular Order	- - - - -	63
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Admiralty, }
14 May 1858. }

R. M. Bromley,
Accountant-General of the Navy.

N. A. V. Y.

RETURN of the Number of CONTINUOUS SERVICE
MEN in the NAVY who accepted their DISCHARGE,
and then entered for Five Years.

(*Sir Charles Napier.*)

*Ordered, by The House of Commons, to be Printed,
18 May 1858.*

FLOGGING (NAVY).

RETURN to an Order of the Honourable The House of Commons,
dated 28 July 1857;—for,

RETURN “of the Number of PERSONS FLOGGED in the NAVY in the Years 1855 and 1856, distinguishing each Year, specifying the Name of the Ship, the Offence, the Sentence, and Number of Lashes Inflicted on each Person—(in continuation of Parliamentary Paper, No. 48, of Session 1857).”

(The Return for 1855 was given early in the present Year—See House of Commons Paper, No. 48, for 1857.)

Admiralty, }
5 December 1857.]

J. H. JESSE,
pro Chief Clerk.

PUNISHMENT RETURN, 1856.

RETURN of the Number of PERSONS FLOGGED in the NAVY in the Year 1856; specifying the Name of each Ship, the Offence, the Sentence, and Number of Lashes Inflicted, stating also the Highest and Lowest Number given in each Class.

S H I P.	NUMBER.	O F F E N C E S.	Number of Lashes Inflicted.
Acorn (3 Returns) - - -	Seamen - 2	Desertion - - - - -	48
	Marines - -	—	
	Boys - 3	Theft and desertion - - - - -	90
Æolus (1 Return) - - -	- Nil.	—	
Actæon (2 Returns) - - -	- Nil.	—	
Alarm (3 Returns) - - -	Seamen - 4	Desertion and insubordination - - - - -	108
	Marines - 1	Insubordination - - - - -	24
	Boys - 2	Indecency and theft - - - - -	60
Agamemnon (2 Returns) - -	Seamen - 4	Insubordination and drunkenness - - - - -	126
	Marines - 2	Ditto - - - - ditto - - - - -	66
	Boys - 1	Drunkenness and false accusation - - - - -	24
Ajax (4 Returns) - - -	Seamen - 3	Absence without leave and insubordination - - -	114
	Marines - 4	Drunk, and sleeping at post, and absent without leave	156
	Boys - 2	Theft and drunkenness - - - - -	66
Alacrity (3 Returns) - - -	Seamen - 1	Breaking leave and selling clothes - - - - -	36
Alarm (1 Return) - - -	- Nil.	—	
Alban (4 Returns) - - -	Seamen - 1	Mutiny and drunkenness - - - - -	42
Algiers (3 Returns) - - -	Seamen - 15	Drunkenness, insubordination, skulking, theft, and desertion.	402
	Boys - 3	Filthiness and theft - - - - -	86
Alecto (3 Returns) - - -	Seamen - 5	Drunkenness and mutiny - - - - -	168
Amphitrite (2 Returns) - - -	- Nil.	—	
Amethyst (2 Returns) - - -	- Nil.	—	
Amphion (4 Returns) - - -	Seamen - 4	Deserting in ship's boat - - - - -	174
	Boys - 1	Theft - - - - -	24
Antelope (2 Returns) - - -	- Nil.	—	
Apollo (2 Returns) - - -	Seamen - 1	Assault - - - - -	48
Archer (4 Returns) - - -	Seamen - 6	Drunkenness, skulking, insubordination, and desertion	252
	Marines - 2	Deserting post and desertion - - - - -	56
	Boys - 4	Dirtyness and desertion - - - - -	108
Arab (4 Returns) - - -	Seamen - 2	Insubordination and theft - - - - -	54
Arachne (4 Returns) - - -	Seamen - 3	Desertion - - - - -	90
	Boys - 2	Lying and stealing - - - - -	42

RETURN OF THE NUMBER OF PERSONS FLOGGED

S H I P.	NUMBER.	O F F E N C E S.	Number of Lashes Inflicted.
Ardent (1 Return) - - -	Boys - - - 1	Disobedience, dirt, and neglect - - - -	24
Argus (3 Returns) - - -	- Nil.	-	
Ariel (4 Returns) - - -	Seamen - 5	Insubordination; drunkenness; desertion; theft -	204
	Marines - 2	Insubordination and breaking leave - - - -	108
	Boys - - 1	General bad conduct - - - - -	36
Arrogant (4 Returns) - - -	Seamen - 10	Desertion, theft, and insubordination - - - -	360
	Boys - - 2	Theft - - - - -	66
Arrow (4 Returns) - - -	Seamen - 2	Drunk on duty - - - - -	96
	Marines - 1	Drunk on duty - - - - -	48
	Boys - - 1	Theft - - - - -	48
Assurance (1 Return) - - -	- Nil.	-	
Atholl (4 Returns) - - -	- Nil.	-	
Atalanta (3 Returns) - - -	Seamen - 1	Theft - - - - -	36
Banahoe (3 Returns) - - -	- Nil.	-	
Barracouta (4 Returns) - - -	- Nil.	-	
Basiliak (4 Returns) - - -	Seamen - 4	Drunk; absent without leave; insubordination -	78
	Marines - 3	Absent without leave; insolence; leaving post -	66
	Boys - - 2	Theft, and selling kit - - - - -	60
Beagle (4 Returns) - - -	Seamen - 5	Insolence; drunkenness; insubordination - - -	192
	Marines - 1	Stealing spirits - - - - -	30
	Boys - - 4	Drunkenness; stealing spirits - - - - -	168
Belleisle (3 Returns) - - -	Seamen - 2	Absence without leave and drunkenness; theft -	76
	Boys - - 1	Theft - - - - -	36
Bittern (4 Returns) - - -	- Nil.	-	
Blenheim (4 Returns) - - -	- Nil.	-	
Bloodhound (4 Returns) - - -	Seamen - 2	Drunk, and mutinous conduct - - - - -	96
	Boys - - 1	Insubordination - - - - -	36
Boscawen (4 Returns) - - -	Seamen - 6	Disobedience; skulking; mutiny; drunkenness -	187
	Marines - 8	Insubordination and theft - - - - -	144
	Boys - - 4	Theft; bad language; insubordination - - - -	150
Brilliant (3 Returns) - - -	- Nil.	-	
Brisk (4 Returns) - - -	Seamen - 3	Theft, insubordination, and stabbing - - - -	96
	Marines - 1	Mutinous conduct - - - - -	48
Brunswick (4 Returns) - - -	Seamen - 10	Disobedience, skulking, absence, and theft - -	288
	Marines - 1	Leaving ship without leave - - - - -	36
	Boys - - 3	Lying, drunkenness, stealing, and absence - -	72
Bulldog (4 Returns) - - -	Seamen - 3	Insubordination; desertion; misconduct - - -	132
Buzzard (2 Returns) - - -	Seamen - 3	Absence; drunkenness; mutinous conduct - - -	84
	Boys - - 1	Desertion - - - - -	36
Cæsar (4 Returns) - - -	Seamen - 8	Theft; desertion; insolence; threatening to stab -	302
	Marines - 4	Insolence; theft; mutiny - - - - -	185
	Boys - - 8	Desertion; insolence; skulking; disobedience -	240
Calcutta (4 Returns) - - -	Seamen - 4	Bringing spirits on board; theft; desertion; drunken-	144
	Marines - 1	ness; disobedience. - - - - -	
	Boys - - 4	Theft on duty - - - - -	36
		Theft; insolence - - - - -	144
Cambridge (2 Returns) - - -	Boys - - 2	Smoking contrary to orders - - - - -	36
Camilla (2 Returns) - - -	Seamen - 1	Theft and desertion - - - - -	36
	Boys - - 1	Ditto - - - - -	36
Caradoc (4 Returns) - - -	Seamen - 3	Desertion; drunkenness; indecency; skulking -	144
Castor (4 Returns) - - -	Seamen - 8	- - - - -	348
	Marines - 5	- - - - -	192
	Boys - - 4	- - - - -	120

SHIP.	NUMBER.	OFFENCES.	Number of Lashes Inflicted.
Centaur (4 Returns) - -	Boys - - 2	Striking superior officer, and desertion - - -	60
Centurion (4 Returns) - -	Seamen - 1	Mutinous conduct - - - - -	36
	Marines - 1	Gross insubordination - - - - -	48
Childers (3 Returns) - -	Seamen - 1	Insubordination - - - - -	24
	Boys - - 2	Ditto - - and disobedience - - - - -	42
Colossus (4 Returns) - -	Seamen - 1	Threatening life, and general bad conduct - - -	36
	Boys - - 2	Desertion; personal violence - - - - -	54
Columbia (4 Returns) - -	Seamen - 3	Theft, and refusing to do his duty - - - - -	93
	Boys - - 1	Theft - - - - -	24
Comus (4 Returns) - - -	- Nil.	-	
Conflict (4 Returns) - -	Seamen - 6	Drunkenness; disgusting language; mutiny - - -	180
	Marines - 1	Disobedience - - - - -	48
	Boys - - 2	Theft and disgusting language - - - - -	84
Conway (2 Returns) - - -	- Nil.	-	
Conqueror (4 Returns) - -	Seamen - 11	Drunkenness; theft; absence; bad language - - -	301
	Marines - 6	Disobedience, and attempting to strike superior officer	222
Coquette (4 Returns) - -	Seamen - 1	Theft, drunkenness, and absence - - - - -	36
	Boys - - 1	Drunkenness - - - - -	36
Cormorant (4 Returns) - -	- Nil.	-	
Cornwallis (3 Returns) - -	Seamen - 5	Disobedience - - - - -	180
	Boys - - 1	Theft - - - - -	24
Cossack (4 Returns) - -	Seamen - 8	Insubordination; desertion; theft; skulking - - -	216
	Boys - - 4	Filthiness; theft - - - - -	132
Cressy (4 Returns) - - -	Seamen - 4	Drunkenness, skulking, and insolence - - - - -	132
Crocodile (3 Returns) - -	- Nil.	-	
Craizer (4 Returns) - - -	Seamen - 2	Smoking after hours - - - - -	60
	Marines - 1	Leaving ship without leave - - - - -	48
Cuckoo (4 Returns) - - -	Seamen - 2	Drunkenness and desertion - - - - -	88
Curaçoa (4 Returns) - -	Seamen - 3	Drunk; indecency; theft; smuggling liquor - - -	75
	Marines - 6	Contempt to superior; leaving post; theft - - -	225
	Boys - - 1	Writing indecent letter - - - - -	24
Curlew (4 Returns) - - -	Seamen - 8	Insolence; insubordination; threatening - - -	240
	Marines - 3	Contempt and quitting ship; drunkenness - - -	84
	Boys - - 3	Asleep on look-out; concealing dirt - - - - -	78
Cyclops (3 Returns) - - -	Seamen - 2	Riotous conduct; drunkenness - - - - -	84
	Boys - - 1	Theft - - - - -	36
Daring (4 Returns) - - -	Seamen - 1	Drunkenness - - - - -	36
	Marines - 1	Insubordination - - - - -	36
	Boys - - 5	Bringing spirits on board; theft - - - - -	168
Dasher (4 Returns) - - -	- Nil.	-	
Dauntless (4 Returns) - -	Seamen - 3	Disobedience, disgusting language, and drunkenness -	96
	Marines - 1	Breaking out of confinement - - - - -	36
	Boys - - 3	Theft and abuse; drunkenness - - - - -	96
Dee (3 Returns) - - - -	- Nil.	-	
Desperate (3 Returns) - -	Marines - 2	Absence without leave; stealing spirits - - - - -	84
	Boys - - 1	Theft - - - - -	36
Devastation (4 Returns) - -	Seamen - 1	Theft - - - - -	48
	Marines - 2	Insolent language; neglect of duty - - - - -	
	Boys - - 2	Desertion - - - - -	63
Diamond (4 Returns) - - -	Seamen - 3	Mutinous conduct; bringing spirits on board - - -	120
	Marines - 3	Disobedience, drunkenness, and striking corporal	126
Dido (2 Return - - - -	Boys - - 1	Uncleanliness and indecency - - - - -	80
Dolphin (4 Returns) - - -	Boys - - 1	Insolence - - - - -	30

RETURN OF THE NUMBER OF PERSONS FLOGGED

SHIP.	NUMBER.	OFFENCES.	Number of Lashes Inflicted.
Dragon (4 Returns) - - -	Seamen - 2	Insolence and desertion - - - -	58
	Marines - 2	Drunkenness and riotous conduct - - - -	50
	Boys - 2	Theft and drunkenness - - - -	72
Driver (4 Returns) - - -	Seamen - 1	Sleeping on the look-out - - - -	36
	Marines - 1	Insubordination and neglect of duty - - - -	48
	Boys - 4	Sleeping on watch, theft, and desertion - - - -	144
Duke of Wellington (4 Returns)	Seamen - 22	Theft; mutinous language; deserting duty; breaking leave.	778
	Marines - 4	Insubordination; breaking leave - - - -	144
	Boys - 7	Abusive language; theft; breaking leave - - - -	200
Eagle (1 Return) - - -	Nil.	—	
Edinburgh (4 Returns) - - -	Seamen - 1	Drunkenness and desertion - - - -	40
	Marines - 2	Theft - - - -	48
	Boys - 5	Theft, desertion, and drunkenness - - - -	96
Electra (4 Returns) - - -	Seamen - 1	Theft - - - -	36
	Boys - 1	Desertion and theft - - - -	30
Elk (4 Returns) - - -	Marines - 1	Drunk on duty - - - -	36
	Boys - 2	Pilfering, drunkenness, and dirt - - - -	30
Encounter (4 Returns) - - -	Seamen - 2	Insubordination and bringing spirits on board - - - -	72
	Boys - 2	Theft and disobedience - - - -	84
Esk (4 Returns) - - -	Marines - 4	Drunk and sleeping on post - - - -	156
	Boys - 2	Theft and skulking - - - -	48
Espiegle (4 Returns) - - -	Seamen - 2	Drunkenness and striking a corporal on duty - - - -	72
	Marines - 1	Theft - - - -	42
Eurotas (2 Returns) - - -	Nil.	—	
Euryalus (4 Returns) - - -	Seamen - 6	Mutinous conduct; drunkenness; theft; absence without leave.	246
	Marines - 5	Striking superior officer; theft - - - -	178
	Boys - 1	Theft - - - -	36
Eurydice (4 Returns) - - -	Seamen - 1	Skulking and insolence - - - -	30
	Marines - 2	Drunkenness on duty - - - -	48
	Boys - 1	Theft - - - -	36
Excellent (3 Returns) - - -	Seamen - 1	Theft - - - -	36
	Boys - 4	Joining in indecent language; desertion; destroying clothes; theft; absconding and selling clothes.	186
Expmouth (4 Returns) - - -	Seamen - 6	Striking when on duty; theft; disobedience - - - -	204
	Marines - 4	Sleeping on post; striking corporal; fighting - - - -	119
	Boys - 10	Attempt to stab; theft; disobedience - - - -	301
Express (3 Returns) - - -	Seamen - 2	Drunk on duty - - - -	72
	Boys - 2	Smuggling spirits on board; drunkenness - - - -	48
Falcon (4 Returns) - - -	Seamen - 10	Desertion; drunkenness; insubordination - - - -	348
	Marines - 1	Mutinous conduct and drunkenness - - - -	36
	Boys - 8	Dirty; disobedience; theft; insubordinate - - - -	252
Fantome (2 Returns) - - -	Nil.	—	
Ferret (1 Return) - - -	Nil.	—	
Firebrand (3 Returns) - - -	Boys - 1	Unfounded charges against shipmate - - - -	36
Firefly (4 Returns) - - -	Seamen - 2	Insolence; drunkenness - - - -	54
Fisgard (4 Returns) - - -	Boys - 3	Desertion; theft - - - -	48
Flying Fish (4 Returns) - - -	Seamen - 1	Disobedience and insubordination - - - -	36
	Marines - 2	Quitting ship without leave - - - -	96
Forester (2 Returns) - - -	Seamen - 1	Desertion - - - -	48
Formidable (4 Returns) - - -	Marines - 1	Theft while on sentry - - - -	36
	Boys - 1	Theft - - - -	24
Forth (4 Returns) - - -	Seamen - 5	Desertion, disobedience, and disrespect - - - -	156
	Marines - 2	Neglect; disobedience; mutinous conduct - - - -	72
	Boys - 6	Desertion - - - -	228

SHIP.	NUMBER.	OFFENCES.	Number of Lashes Inflicted.
Frolic (3 Returns) - - -	Seamen - 2	Striking armourer; bringing spirits on board - -	96
Furious (3 Returns) - - -	Seamen - 8	Drunkenness, theft, and fighting on duty; absence without leave.	360
	Boys - 3	Theft - - - - -	132
Fury (2 Returns) - - -	Marines - 1	Deserting post and theft - - - - -	36
Geyser (4 Returns) - - -	Seamen - 3	Theft, perjury, and striking serjeant of marines, and disobedience.	120
Gladiator (4 Returns) - - -	Seamen - 4	Drunk on duty; beastly conduct; contempt - -	132
	Boys - 6	Absent without leave; theft; disobedience; beastly conduct.	212
Glatton (2 Returns) - - -	Seamen - 1	Theft; absence without leave - - - - -	30
Gorgon (4 Returns) - - -	Seamen - 6	Absence without leave, drunkenness, attempting to strike superior officer, uncleanness, and disobedience.	186
Grecian (1 Return) - - -	Seamen - 2	Desertion, drunkenness, and insubordination - -	36
Hannibal (4 Returns) - - -	Seamen - 18	Desertion; insolence; insubordination; theft - -	618
	Marines - 7	Sleep on post; insolence; disgusting language; drunk on sentry.	234
	Boys - 2	Theft; spirit drinking in master's cabin - - -	48
Harpy (4 Returns) - - -	Seamen - 3	Insubordination and mutinous conduct - - -	96
Harrier (4 Returns) - - -	Seamen - 2	Insolence, theft, and dirty habits - - - -	48
	Marines - 2	Drunkenness; theft - - - - -	96
	Boys - 6	Lying; dirtiness; obscene language; insolence -	90
Hastings (2 Returns) - - -	Seamen - 2	Stealing spirits and money - - - - -	60
Havannah (4 Returns) - - -	Seamen - 3	Drunkenness, desertion, mutiny, and theft - -	132
	Boys - 1	Theft - - - - -	48
Hawke (3 Returns) - - -	Seamen - 4	Absence without leave - - - - -	156
	Marines - 1	Assaulting a corporal; drunkenness - - - -	48
	Boys - 3	Dirty habits; abusive language - - - - -	96
Hecate (4 Returns) - - -	Seamen - 4	Skulking, insolence, and dirt - - - - -	—
	Marines - 1	Skulking from duty in watch - - - - -	—
	Boys - 4	Fighting; theft - - - - -	—
Hecla (4 Returns) - - -	Seamen - 5	Mutiny; theft; drunkenness; disobedience - -	132
	Marines - 1	Theft and disobedience - - - - -	18
	Boys - 1	Drunk on duty - - - - -	6
Herald (4 Returns) - - -	- Nil.	—	—
Hermes (4 Returns) - - -	Seamen - 4	Theft, disobedience, and disgusting language - -	132
Hibernia (4 Returns) - - -	Boys - 2	Stealing medals - - - - -	48
Highflyer (4 Returns) - - -	Seamen - 1	Assaulting master at arms - - - - -	30
	Boys - 1	Theft and desertion - - - - -	24
Himalaya (3 Returns) - - -	Marines - 1	Drunkenness - - - - -	48
	Boys - 1	Theft - - - - -	36
Hogue (4 Returns) - - -	Boys - 6	Desertion; theft; dirty; cutting boat adrift - -	84
Horatio (2 Returns) - - -	Seamen - 1	Desertion - - - - -	24
Hornet (4 Returns) - - -	Seamen - 2	Disobedience; insolence; mutiny - - - -	48
	Boys - 8	Absconding; theft; sleeping on look-out - - -	174
Hydra (2 Returns) - - -	Seamen - 2	Insubordination; theft; refusal to obey orders -	72
Illustrious (4 Returns) - - -	Boys - 3	Desertion; selling clothes - - - - -	72
Imaum (4 Returns) - - -	- Nil.	—	—
Imperiouse (4 Returns) - - -	Seamen - 7	Insubordination; theft; drunkenness - - - -	180
	Boys - 1	Theft - - - - -	48

RETURN OF THE NUMBER OF PERSONS FLOGGED

S H I P.	NUMBER.	OFFENCES.	Number of Lashes Inflicted.
Implacable (4 Returns) - -	Boys - - 2	Drunkenness; theft - - - - -	36
Impregnable (4 Returns) - -	Marines - 1	Theft - - - - -	36
	Boys - - 9	Insolence; theft; desertion; writing falsehoods of superior officer.	150
Indefatigable (4 Returns) - -	Seamen - 19	Desertion; threatening to stab; mutinous conduct; smuggling; disgusting language.	702
	Marines - 1	Threatening serjeant; smuggling spirits - -	48
	Boys - - 7	Smuggling spirits; improper language; theft - -	240
Indus (Return) - - -	Nil.	—	
Industry (3 Returns) - -	Boys - - 2	Absence without leave, and purloining money - -	6
Inflexible (2 Returns) - -	Boys - - 2	Theft - - - - -	36
Intrepid (4 Returns) - -	Seamen - 5	Theft; drunkenness; mutiny; desertion - - -	247
	Boys - - 1	Drunkenness and absence - - - - -	16
Jackal (4 Returns) - -	Seamen - 2	Desertion - - - - -	72
James Watt (4 Returns) - -	Seamen - 11	Desertion; theft - - - - -	366
	Marines - 3	Desertion; theft - - - - -	114
	Boys - - 3	Theft; mutiny; committing nuisance in boatswain's cabin.	92
Juno (4 Returns) - -	Seamen - 5	Insubordination; desertion - - - - -	126
	Marines - 1	Deserting post - - - - -	36
Lapwing (4 Returns) - -	Seamen - 2	Breaking leave - - - - -	84
	Marines - 1	Mutinous conduct - - - - -	48
Leander (3 Returns) - -	Seamen - 4	Drunk on duty; mutiny; theft - - - - -	84
	Marines - 1	Disgusting language - - - - -	24
	Boys - - 7	Skulking; theft; dirt - - - - -	198
Leopard (3 Returns) - -	Marines - 2	Insolence; mutinous conduct - - - - -	96
	Boys - - 2	Theft; disobedience - - - - -	84
Linnet (3 Returns) - -	Nil.	—	
Locust (4 Returns) - -	Boys - - 1	Theft and desertion - - - - -	48
London (4 Returns) - -	Seamen - 2	Drunkenness and insubordination - - - - -	66
Lynx (4 Returns) - -	Seamen - 3	Drunk on duty; insolence; theft - - - - -	96
	Marines - 1	Dirty accoutrements - - - - -	24
	Boys - - 5	Desertion; insolence; dirt; theft - - - - -	180
Madagascar (3 Returns)	Seamen - 1	Drunkenness - - - - -	36
	Boys - - 2	Drunkenness; riotous conduct; smuggling spirits -	60
Mæander (4 Returns) - -	Seamen - 1	Skulking and using insulting language - - -	24
	Marines - 1	Deserting post and getting drunk - - - - -	36
Magicienne (4 Returns) - -	Seamen - 1	Drunkenness and disgusting language - - -	42
	Marines - 1	Refusing to obey orders - - - - -	36
	Boys - - 2	Theft and concealing spirits - - - - -	72
Majestic (4 Returns) - -	Seamen - 13	Quitting ship without leave; drunkenness; desertion; theft; skulking; indecent liberties.	382
	Marines - 4	Threatening language; skulking - - - - -	144
	Boys - - 3	Theft - - - - -	78
Malacca (4 Returns) - -	Seamen - 9	Insubordination; drunkenness; theft; desertion -	342
	Marines - 1	Drunk; deserting post - - - - -	30
Mariner (4 Returns) - -	Boys - - 1	Stealing rum - - - - -	24
Medea (2 Returns) - -	Nil.	—	
Medina (3 Returns) - -	Marines - 1	Theft - - - - -	36
Medusa (4 Returns) - -	Seamen - 6	Desertion; drunkenness; skulking; insolence - -	162
	Marines - 1	Neglect of duty on sentry - - - - -	12
	Boys - - 6	Theft and desertion - - - - -	204

SHIP.	NUMBER.	OFFENCES.	Number of Lashes Inflicted.
Megara (2 Returns) - -	Seamen - 1 Boys - 1	Drunk; riotous; bringing spirits on board - - Smuggling spirits on board - - - -	36 12
Melampus (4 Returns) - -	Seamen - 7 Boys - 6	Striking petty officer; theft; skulking; smuggling spirits on board. Theft; absenting from duty; drunkenness and obscenity.	288 156
Merlin (4 Returns) - - -	Seamen - 2 Boys - 2 Marines - 2	Theft; striking superior officer - - - - Theft; skulking - - - - - Mutinous conduct; disobedience - - - -	84 84 96
Meteor (2 Returns) - - -	Seamen - 2 Marines - 1 Boys - 1	Theft; insolence - - - - - Insubordination - - - - - Insolence - - - - -	84 36 36
Minden (4 Returns) - - -	Seamen - 1	Theft - - - - -	36
Minx (4 Returns) - - -	Seamen - 3 Boys - 2	Seditious language; disobedience - - - - Disgusting language; sleeping on look-out - -	84 60
Miranda (4 Returns) - - -	Seamen - 3 Boys - 5	Insolence; skulking; desertion - - - - Theft; desertion - - - - -	78 188
Modeste (3 Returns) - - -	Seamen - 2 Boys - 1	Unnatural conduct - - - - - Insolence - - - - -	84 24
Mohawk (4 Returns) - - -	Seamen - 1	Insolence; disobeying orders - - - - -	48
Monarch (4 Returns) - - -	Seamen - 2 Marines - 3 Boys - 1	Theft; drunkenness - - - - - Stealing clothes; insolence; theft when sentry - Theft - - - - -	48 112 36
Myrmidon (3 Returns) - - -	Seamen - 3 Marines - 1	Skulking; drunk on duty; stealing spirits - - Desertion - - - - -	120 24
Naiad (4 Returns) - - -	Nil.	—	—
Nankin (4 Returns) - - -	Seamen - 2 Marines - 4	Desertion; fighting; mutinous language - - Mutinous conduct - - - - -	48 192
Nereus (4 Returns) - - -	Boys - 1	Drunkenness, and wounding with a knife - -	36
Niger (3 Returns) - - -	Seamen - 1 Boys - 2	Negligence and dirt - - - - - Theft, negligence, and dirt - - - - -	30 60
Nile (4 Returns) - - -	Seamen - 2 Marines - 1 Boys - 2	Desertion; theft; striking marine on duty - - Drunkenness - - - - - Theft - - - - -	72 24 48
Oberon (4 Returns) - - -	Seamen - 2	Drunk and leaving boat; mutinous language - -	60
Odin (3 Returns) - - -	Seamen - 2 Marines - 1	Drunkenness on duty - - - - - Drunk on duty - - - - -	60 36
Opossum (1 Return) - - -	Seamen - 1	Leaving boat on duty - - - - -	24
Orion (4 Returns) - - -	Seamen - 20 Marines - 8 Boys - 2	Theft; contempt; mutiny; absence on duty - - Insubordination; filthy language - - - - Absence without leave; indecency - - - -	642 312 72
Osborne (2 Returns) - - -	Nil.	—	—
Osprey (3 Returns) - - -	Seamen - 3 Marines - 1	Insubordination; disgusting language - - - - Quitting ship without leave - - - - -	96 24
Ottar (4 Returns) - - -	Seamen - 1 Boys - 1	Disgusting language and contempt - - - - Theft - - - - -	— —
Pandora (2 Returns) - - -	Nil.	—	—
Pearl (4 Returns) - - -	Seamen - 6 Boys - 4	Mutiny; desertion; striking superior - - - - Theft; sleep on look-out; desertion - - - -	204 144
Pembroke (4 Returns) - - -	Seamen - 2 Boys - 6	Theft; insubordination - - - - - Filthy language; theft; drunkenness; absence without leave; skulking.	84 186
Penelope (4 Returns) - - -	Seamen - 9 Marines - 3 Boys - 8	Drunk on duty; stabbing; insolence; desertion; smuggling liquor on board. Deserting post; lying; drunk on duty - - - Theft; insubordination; disgusting language; attempt to stab; skulking.	348 120 228

RETURN OF THE NUMBER OF PERSONS FLOGGED

S H I P.	NUMBER.	OFFENCES.	Number of Lashes Inflicted.
Perseverance (4 Returns) - -	Seamen - 11	Insolence; desertion; disobedience; skulking; smuggling liquor on board; drunk on duty; mutiny.	308
	Boys - 3	Theft; desertion - - - - -	72
Philomel (2 Returns) - -	- Nil.	-	
Pioneer (4 Returns) - -	Seamen - 2	Threatening language; neglect of duty - - -	54
	Boys - 4	Dirt; disobedience; desertion; theft - - -	108
Pique (4 Returns) - -	Seamen - 6	Drunkenness and theft; insubordination - - -	264
	Marines - 1	Insubordination at drill - - - - -	36
	Boys - 5	Theft; disgusting language; drunkenness - - -	188
Plumper (4 Returns) - -	Seamen - 2	Disobedience, and stabbing krooman - - -	84
	Marines - 1	Insolence, and refusal to do punishment - - -	48
Pluto (1 Return) - -	- Nil.	-	
Porcupine (2 Returns) - -	- Nil.	-	
Powerful (3 Returns) - -	Seamen - 8	Drunkenness; theft; selling clothes; insolence; desertion.	312
	Boys - 3	False accusation; theft - - - - -	104
President (4 Returns) - -	Seamen - 10	Drunkenness; insolence; theft - - - - -	245
	Marines - 1	Indecent conduct - - - - -	36
	Boys - 7	Theft; disgusting language; neglect of duty - - -	104
Princess Royal (4 Returns) - -	Seamen - 7	Insolence; skulking; drunkenness on duty; desertion; theft.	216
	Marines - 4	Desertion; smuggling spirits; contempt - - -	132
	Boys - 4	Drunk on duty; theft; insolence - - - - -	168
Prometheus (3 Returns) - -	Seamen - 3	Drunkenness; disgusting language; neglect of duty -	96
	Boys - 3	Insolence; disgusting language; theft - - - - -	96
Pylades (4 Returns) - -	Seamen - 2	Disobedience; theft; striking superior officer - -	60
	Boys - 1	Disobedience - - - - -	24
Queen (3 Returns) - -	Seamen - 4	Desertion; abuse; indecent language - - - - -	154
	Marines - 1	Absence without leave - - - - -	40
	Boys - 3	Beastly conduct; insolence; desertion - - - - -	96
Racehorse (4 Returns) - -	- Nil.	-	
Raleigh (1 Return) - -	- Nil.	-	
Rattler (2 Returns) - -	- Nil.	-	
Recruit (4 Returns) - -	Seamen - 2	Drunkenness and insolence - - - - -	60
	Marines - 2	Drunkenness and insolence; refusing to do duty -	84
Resistance (4 Returns) - -	Seamen - 1	Absent without leave - - - - -	30
	Boys - 2	Stealing gin, and getting drunk - - - - -	74
Retribution (4 Returns) - -	Seamen - 3	Disobedience; theft; absence without leave - - -	64
	Marines - 1	Disobedience - - - - -	18
	Boys - 1	Theft - - - - -	24
Rhadamanthus (3 Returns) - -	Marines - 1	Disobedience, and disgusting language - - - - -	18
	Boys - 1	Absence without leave - - - - -	12
Rifleman (4 Returns) - -	Seamen - 2	Smuggling liquor; insolence - - - - -	72
	Boys - 2	Theft, disobedience, and impertinence - - - - -	72
Ringdove (4 Returns) - -	Seamen - 3	Deserting boat on duty; drunkenness - - - - -	84
	Marines - 2	Drunk on duty; absence without leave - - - - -	54
	Boys - 3	Disgusting language; desertion - - - - -	84
Rodney (3 Returns) - -	Seamen - 5	Absence without leave; disobedience; theft; skulking; desertion; striking superior officer.	120
Royal Albert (4 Returns) - -	Seamen - 21	Indecency; bad language; smuggling spirits; disobedience; desertion; drunkenness; theft.	900
	Marines - 3	Insolence; searching chests when on sentry - - -	108
	Boys - 9	Theft; indecency; absence without leave; mutiny -	318
Royal George (3 Returns) - -	Seamen - 1	Quarrelling and fighting - - - - -	36
	Boys - 1	Theft - - - - -	24
Royal William (4 Returns) - -	Boys - 1	Theft - - - - -	12
Russell (2 Returns) - -	Seamen - 2	Theft, dirt, and disobedience - - - - -	30
	Marines - 2	Theft; refusal to do drill - - - - -	48

S H I P.	NUMBER.	O F F E N C E S.	Number of Lashes Inflicted.
St. George (1 Return) - -	Marines - 1	Theft - - - - -	48
St. Jean d'Acre (4 Returns) -	Seamen - 1	Breaking out of ship - - - - -	36
	Marines - 2	Quitting duty, and getting drunk - - - - -	84
St. Vincent (4 Returns) - -	Marines - 1	Mutiny - - - - -	48
	Boys - 2	Desertion - - - - -	48
Salamander (4 Returns) - -	Seamen - 2	Desertion, and inducing others so to do - - - - -	72
	Boys - 6	Desertion; asleep below during watch; insolence - - - - -	252
Sampson (4 Returns) - -	Seamen - 3	Insolence; neglect of duty; indecency - - - - -	108
	Marines - 1	Mutinous conduct - - - - -	36
	Boys - 1	Disobedience - - - - -	24
Sans Pareil (4 Returns) - -	Seamen - 8	Mutiny; desertion; theft - - - - -	190
	Marines - 3	Neglect of duty; asleep on sentry; drunkenness - - - - -	72
	Boys - 1	Disobedience - - - - -	24
Sappho (4 Returns) - -	Seamen - 3	Skulking; theft; mutiny - - - - -	84
	Marines - 3	Dirty; lazy; mutinous - - - - -	98
	Boys - 2	Drunk and mutinous; neglect of duty - - - - -	48
Saracen (4 Returns) - -	Seamen - 3	Drunk and riotous; false accusation; desertion; insolence and beastly language. - - - - -	144
Satellite (1 Return) - -	Nil.	—	
Scorpion (4 Returns) - -	Nil.	—	
Scourge (4 Returns) - -	Seamen - 5	Insolence; skulking; desertion; theft - - - - -	204
	Boys - 7	Skulking; smuggling liquor; theft; desertion - - - - -	204
Seahorse (3 Returns) - -	Seamen - 2	Abusive language, and skulking - - - - -	48
	Marines - 2	Theft and drunkenness - - - - -	66
	Boys - nil.	—	
Shannon (1 Return) - -	Nil.	—	
Sharpshooter (4 Returns) - -	Seamen - 1	Theft - - - - -	24
	Boys - 1	Indecency - - - - -	36
Sidon (3 Returns) - -	Seamen - 1	Theft - - - - -	48
	Boys - 4	Theft and desertion - - - - -	192
Simoom (3 Returns) - -	Seamen - 2	Drunk; mutiny; indecency - - - - -	72
	Marines - 1	Theft - - - - -	24
Siren (4 Returns) - -	Seamen - 4	Theft; drunk on duty - - - - -	102
	Marines - 2	Striking a boy while on sentry; desertion - - - - -	68
	Boys - 4	Theft; skulking - - - - -	102
Snake (3 Returns) - -	Seamen - 4	Drunkenness; bringing liquor on board - - - - -	130
	Boys - 2	Theft - - - - -	60
Sparrowhawk (4 Returns) - -	Seamen - 3	Disobedience; theft; insolence - - - - -	84
Spartan (4 Returns) - -	Seamen - 3	Desertion; smuggling liquor on board; disobedience - - - - -	132
	Boys - 1	Theft and desertion - - - - -	48
Sphinx (4 Returns) - -	Seamen - 2	Drunk on duty; disobedience - - - - -	84
	Marines - 2	Insolence; desertion - - - - -	96
	Boys - 1	Dirty, idle, and careless - - - - -	48
Spiteful (4 Returns) - -	Seamen - 8	Insubordination; desertion; skulking - - - - -	282
	Marines - 3	Bringing spirits on board; theft - - - - -	96
	Boys - 2	Desertion; selling slops - - - - -	60
Spitfire (1 Return) - -	Nil.	—	
Spy (4 Returns) - -	Seamen - 3	Indecency; drunkenness on duty; desertion - - - - -	120
	Marines - 2	Drunkenness; insubordination - - - - -	84
	Boys - 1	Indecent conduct - - - - -	36
Star (4 Returns) - -	Seamen - 2	Drunkenness and absence; stealing spirits - - - - -	66
	Marines - 2	Drunkenness and absence - - - - -	60
Stromboli (3 Returns) - -	Seamen - 4	Contempt; drunkenness on duty - - - - -	156
	Boys - 1	Theft - - - - -	48
Starling (1 Return) - -	Nil.	—	
Styx (1 Return) - -	Seamen - 1	Disobedience - - - - -	36
Supply (4 Returns) - -	Seamen - 1	Drunk, and desertion from duty - - - - -	24

S H I P.	NUMBER.	OFFENCES.	Number of Lashes Inflicted.
Surprise (4 Returns) - - -	Nil.	—	
Swallow (4 Returns) - - -	Seamen - 4 Marines - 2 Boys - 1	Drunkenness; neglect of duty; mutiny - - - False accusation; drunkenness on sentry - - - Lying - - -	96 96 12
Sybilie (4 Returns) - - -	Seamen - 1 Boys - 2	Drunk on duty - - - False accusation; stealing spirits - - -	24 50
Tartar (4 Returns) - - -	Seamen - 6 Marines - 3 Boys - 1	Desertion; assault on duty; drunkenness - - - Insolence; drunk on post; desertion - - - Theft - - -	216 52 24
Tartarus (4 Returns) - - -	Seamen - 1	Drunkenness and mutiny - - -	24
Teaser (4 Returns) - - -	Seamen - 3 Boys - 1	Seditious language; neglect; drunkenness - - - Being lousy - - -	72 24
Termagant (4 Returns) - - -	Seamen - 2 Marines - 3 Boys - 6	Bringing spirits on board; mutiny - - - Mutiny; drunk on post; insubordination - - - Desertion in ship's boat; theft - - -	72 108 252
Terrible (3 Returns) - - -	Seamen - 1	Mutinous and indecent language - - -	48
Thunder (2 Returns) - - -	Marines - 1	Mutinous language - - -	24
Tortoise (4 Returns) - - -	Boys - 1	Drunkenness and insubordination - - -	36
Transit (3 Returns) - - -	Seamen - 1	Insolence and insubordination - - -	48
Tribune (4 Returns) - - -	Seamen - 6 Marines - 2 Boys - 3	Theft; desertion; insolence; mutiny - - - Skulking; insolence; leaving duty; drunkenness - - - Theft; drunkenness; smuggling liquor on board - - -	240 84 96
Trident (2 Returns) - - -	Boys - 1	Theft - - -	36
Trincomalee (4 Returns) - - -	Seamen - 2 Boys - 1	Drunk on duty; smuggling spirits on board - - - Theft - - -	72 48
Triton (3 Returns) - - -	Seamen - 3 Marines - 1 Boys - 1	Drunk on duty; theft - - - Drunk on duty - - - Theft - - -	120 36 18
Trusty (2 Returns) - - -	Marines - 1 Boys - 1	Refusing to perform punishment - - - Absent without leave - - -	24 12
Tyne (4 Returns) - - -	Marines - 1	Deserting post until brought back by police - - -	50
Urgent (4 Returns) - - -	Seamen - 1 Boys - 4	Disrespectful language - - - Disobedience; drunkenness; theft - - -	36 129
Valorous (3 Returns) - - -	Boys - 2	Theft - - -	72
Vestal (4 Returns) - - -	Seamen - 2 Boys - 2	Smuggling spirits; drunk on duty - - - Theft; drunkenness - - -	34 24
Vesuvius (4 Returns) - - -	Seamen - 2	Desertion; mutiny; theft - - -	60
Victor (3 Returns) - - -	Seamen - 2 Marines - 4	Mutiny; desertion - - - Drunk; mutiny; leaving boat without leave - - -	78 119
Victoria and Albert (4 Returns)	Nil.	—	
Victory (4 Returns) - - -	Boys - 25	Indecency; desertion; theft - - -	798
Vigilant (4 Returns) - - -	Seamen - 1	Drunkenness and assault - - -	36
Viper (4 Returns) - - -	Seamen - 5	Drunkenness; insubordination; desertion - - -	182
Virago (3 Returns) - - -	Seamen - 5 Boys - 3	Desertion; drunkenness; smuggling spirits on board - - - Dirt, drunkenness, and lying - - -	169 60
Volage (2 Returns) - - -	Nil.	—	
Vulcan (4 Returns) - - -	Boys - 1	Theft - - -	48

S H I P.	NUMBER.	O F F E N C E S.	Number of Lashes Inflicted.
Vulture (4 Returns) - -	Seamen - 1	Desertion from duty - - - - -	36
	Boys - 2	Theft - - - - -	48
Wanderer (4 Returns) - -	Seamen - 1	Leaving boat on duty - - - - -	36
Wasp (2 Returns) - - -	- Nil.	—	
Waterloo (4 Returns) - -	Seamen - 2	Theft; desertion - - - - -	86
	Marines - 1	Drunkenness - - - - -	36
	Boys - 15	Desertion; theft; drunkenness; indecency - -	377
Wellealey (4 Returns) - -	Seamen - 1	Mutiny - - - - -	36
	Boys - 2	Desertion and theft - - - - -	60
Weser (4 Returns) - - -	Seamen - 4	Drunk on duty; mutiny; desertion - - -	168
Winchester (3 Returns) - -	Marines - 1	Mutinous conduct - - - - -	36
	Boys - 1	Theft - - - - -	24
Wizard (2 Returns) - - -	- Nil.	—	
Wrangler (4 Returns) - -	Seamen - 3	Drunk on duty - - - - -	73
	Boys - 2	Dirty; insolent; cruel to animals - - -	48
Wye (4 Returns) - - -	Seamen - 1	Mutinous language - - - - -	48

Total Number of Punishments - 1,397

Highest Number of Lashes - - 50

Total Number of Lashes Inflicted - 44,492

Lowest Number of Lashes - - 1

FLOGGING (NAVY).

**RETURN of the Number of Persons Flogged
in the Navy in the Year 1856; specifying the
Name of the Ship, the Offence, the Sentence,
and Number of Lashes Inflicted on each Person
(in continuation of Parliamentary Paper, No. 48,
of Session 1857).**

(Mr. William Williams.)

**Ordered, by The House of Commons, to be Printed,
8 December 1857.**

12.

Under 2 os.

GREENWICH HOSPITAL.

RETURN to an Order of the Honourable The House of Commons,
dated 17 February 1858;—for,

COPY “of a MEMORIAL, dated the 16th day of January 1858, to the Lords Commissioners of the Admiralty, from the NAVAL CAPTAINS and other OFFICERS of GREENWICH HOSPITAL, praying to be allowed their HALF PAY in the same manner as it is now granted to the ADMIRALS of that Establishment; together with their Lordships’ REPLY to the same.”

Admiralty, }
1 March 1858. }

C. H. PENNELL,
Chief Clerk.

To the Right Honourable the Lords Commissioners of the Admiralty.

The respectful Memorial of the Four Captains, Four Commanders, Eight Lieutenants, and Two Masters on the Establishment of Greenwich Hospital,

Humbly sheweth,

THAT as the four Admirals of Greenwich Hospital, with salaries from 600*l.* to 1,500*l.* a year, and the three Chaplains, with salaries from 300*l.* to 500*l.* a year, are by your Lordships’ permission allowed to receive the half-pay in addition thereto, by virtue of the power vested in your Lordships by Order in Council, to grant the half-pay in such cases as your Lordships may think fit;

Your Memorialists most respectfully approach your Lordships, and submit that the several salaries they hold from Greenwich Hospital, varying from 230*l.* to 300*l.*, and not extending beyond 400*l.* a year, may fairly entitle them to a like consideration; and they trust most confidently that the boon of half-pay may be awarded to them in the same manner as it has been from time to time conceded to the above Flag Officers and Chaplains of the institution.

Your Memorialists would most humbly desire to bring under your Lordships’ notice, that prior to the Act of Parliament of 1829, placing the Hospital under the management of your Lordships, the General Court of Directors of 1812 awarded to the Governor of this institution a salary of 1,500*l.* a year in consideration of his not being allowed half-pay, and at the same time the salaries of the Captains were fixed at 400*l.* a year, and the Lieutenants at 230*l.* Your Memorialists admit these proportions to have been reasonable enough at that time according to the gradation of rank; but when the Governor subsequently received an increase in half-pay of 766*l.* a year to his salary of 1,500*l.*, the Lieutenant-governor 456*l.* to 800*l.* and the other Admirals of 595*l.*, and 456*l.* to 600*l.*, your Memorialists are at once made to feel that they are not relatively and respectively paid in proportion to their rank and positions in the Hospital, which the solicited boon of half-pay would equalise.

MEMORIAL FROM NAVAL OFFICERS OF

As the several Boards of Admiralty have invariably conferred the appointments to Greenwich Hospital upon old and meritorious officers, your Memorialists hope and trust that your Lordships will be pleased to extend to them also the boon of half-pay of their several grades in consideration of their wounds whilst employed in active service, and in which they have fought, bled, and lost limbs in their country's cause.

Your Memorialists humbly venture to submit to your Lordships that in no self-supporting establishment or institution in the country will a body of officers similarly circumstanced be found; the higher grades receiving the half-pay of their rank in addition to their salaries, while the junior and subordinate naval officers are debarred the like privilege; and your Memorialists are impressed with the belief, from your Lordships' well-known impartiality, that such an anomalous grievance requires only to be brought prominently under your Lordships' notice, to meet with a just consideration, by conferring a similar boon to your Memorialists.

In asking for the extension of this boon of half-pay, your Memorialists would respectfully observe to your Lordships, that the salaries and emoluments they receive are derivable from an institution specially founded and Royally endowed for such purposes, the revenues arising from accumulated and unclaimed prize-money of by-gone veterans, gifts, and charitable donations. Your Memorialists are therefore in no way chargeable, or a tax for their present incomes upon the national resources of the country, and they now simply crave, as a mark of favour at your Lordships' hands, the same indulgent consideration which your Honourable Board have been pleased to extend to the flag officers and clergymen of this institution, by granting them in like manner the half-pay awarded to their several and respective ranks; and your Memorialists will ever pray.

Signatures of the Officers.				Rank.
T. L. P. Laugharne	-	-	-	Captain.
M. H. Sweeny	-	-	-	Ditto.
F. Liardet	-	-	-	Ditto.
W. A. Willis	-	-	-	Ditto.
E. W. Garrett	-	-	-	Commander.
W. Cunningham Dalyell	-	-	-	Ditto.
Thos. Colby	-	-	-	Ditto.
H. Parker (1814)	-	-	-	Ditto.
Frederick Bedford	-	-	-	Lieutenant.
J. Pollard	-	-	-	Ditto.
B. J. Loveless	-	-	-	Ditto.
G. M. Monk	-	-	-	Ditto.
W. F. Wentworth	-	-	-	Ditto.
Ed. Wylde	-	-	-	Ditto.
A. Parks	-	-	-	Ditto.
W. V. Lee	-	-	-	Ditto.
M. Bradshaw	-	-	-	Master.
James Tomlin	-	-	-	Ditto.

Greenwich Hospital,
16 January 1858.

Sir,

Admiralty, 29 January 1858.

HAVING laid before my Lords Commissioners of the Admiralty your letter of the 18th instant, No. 15, forwarding a Memorial from the Captains, Commanders, Lieutenants, and Masters of Greenwich Hospital, praying to be granted the half-pay of their respective ranks, I am commanded by their Lordships to acquaint you that they can only repeat their former answer on this subject.

I have, &c.

The Governor of Greenwich Hospital.

(signed) *W. G. Romaine.*

GREENWICH HOSPITAL.

COPY of a MEMORIAL, dated 16 January 1868,
to the Lords Commissioners of the Admiralty,
from the NAVAL CAPTAINS and other OFFICERS
of GREENWICH HOSPITAL, praying to be al-
lowed their HALF PAY in the same manner as is
now granted to the ADMIRALS of that Establish-
ment; together with their Lordships' Reply to
the same.

(*Sir George Brooke Pechell.*)

*Ordered, by The House of Commons, to be Printed,
16 March 1868.*

GREENWICH HOSPITAL.

RETURN to an Order of the Honourable The House of Commons,
dated 10 June 1858;—for,

RETURNS “of the whole of the REVENUE of GREENWICH HOSPITAL, and the way it is expended:”

“Of the Number of SAILORS and MARINES in the HOSPITAL, and VACANCIES, if any:”

“And, of any MEN now in the HOSPITAL who have never served in the NAVY.”

Admiralty, }
19 June 1858. }

C. H. PENNELL,
Chief Clerk.

REVENUE and EXPENDITURE of the Commissioners of *Greenwich Hospital*, between the
1st January and the 31st December 1857.

REVENUE.

	£.	s.	d.	£.	s.	d.
Balance on the 31st December 1856 - - -	-	-	-	16,429	8	6
Remittances from the receiver of the Northern Estates - - -	35,000	-	-			
Deduct 1,000 £ a year paid to the Dowager Lady Newburgh under the Act of Parliament, and 90 £. 15 s. 8 d. law charges - - -	1,090	15	8			
Interest on invested property (exclusive of 75 £. annuity paid to Hannah Undrill) - - -	-	-	-	33,909	4	4
Consolidated Fund grant - - -	20,000	-	-	78,506	12	4
Less retired allowance paid to a retired clerk of sixpenny duty, Mr. Charles Stanbridge, per Admiralty authority, 6 December 1834 - - -	225	-	-			
				19,775	-	-
Net Greenwich rents - - -	-	-	-	2,463	16	10½
Sale of stock, to meet loan to H. M. Office of Works - - -	-	-	-	20,000	-	-
Ditto for purchase of new burial-ground - - -	-	-	-	7,418	10	10
Deceased pensioners' effects - - -	-	-	-	3	-	10
Freightage by H. M. ships - - -	-	-	-	2,666	-	2
Net collections at the Painted Hall and Chapel - - -	-	-	-	717	13	1
Insurance fund - - -	-	-	-	1,170	1	1
Return of property tax - - -	-	-	-	189	9	3
Alston-road trust, repayment of part of a debt, and since invested - - -	-	-	-	(a) 550	-	-
Greenwich and Woolwich trust, repayment of part of a loan, and since invested - - -	-	-	-	(a) 282	10	-
Alston Moor Mines fund - - -	-	-	-	1,669	16	8
				£.	185,751	3 11½

EXPENDITURE.

For the Pensioners' School - - -	-	-	-	116	5	6
School Band - - -	-	-	-	24	2	2
Commissioners of property tax - - -	-	-	-	166	14	8
Greenwich estates - - -	-	-	-	164	13	5½
Architect - - -	-	-	-	72	10	-
Rent of land on Isle of Dogs - - -	-	-	-	342	14	10
Invested property - - -	-	-	-	(a) 15,608	17	11

(a) £. 550 - - Alston Road debt.

(a) 282 10 - Woolwich Trust Loan.

1,776 7 11 For Insurance Fund for 1857.

13,000 - - Arrears on account of Alston Moor Mines Fund.

(a) £. 15,608. 17 11

EXPENDITURE—continued.

	£.	s.	d.	£.	s.	d.
Loan to H. M. Office of Works, per Admiralty authority, paying interest at 4 per cent. -	-	-	-	20,000	-	-
Prize money account -	-	-	-	51	10	3
Purchase of new burial-ground, in accordance with the Order in Council closing the old ground -	-	-	-	7,418	10	10
Ditto - - - ditto - - - ditto -	-	-	-	236	3	7
For the Household:						
Salaries and allowances - - - -	22,116	7	8			
Retired allowances - - - -	3,037	-	7			
Wages to servants - - - -	4,955	7	5½			
Wages to nurses - - - -	1,056	9	7			
Tobacco money allowance to pensioners -	5,351	2	-			
Provision money allowance to pensioners, nurses, &c. in lieu of being victualled -	8,901	17	9½			
Purchase of provisions - - - -	17,925	2	-			
Ditto clothing - - - -	6,150	10	8			
Washing - - - -	2,480	17	7			
Household stores - - - -	3,809	14	1½			
Gas - - - -	990	17	-			
Burials - - - -	210	2	8			
Law charges - - - -	91	1	6			
Books - - - -	100	1	11			
Stationery - - - -	414	19	7			
Taxes and rates - - - -	1,346	7	8			
Lodging money to officers and others in lieu of apartments - - - -	928	11	6			
Festivals - - - -	160	-	-			
Postage, &c. - - - -	255	13	1			
Metropolitan police force - - - -	1,279	18	4			
Miscellanies - - - -	260	3	2½			
				81,622	6	2
For the Infirmary, forming part of the Household:						
Infirmary diet - - - -	3,691	-	7			
Medical charges - - - -	1,451	5	9			
Lunatics - - - -	5	1	-			
Wages to servants - - - -	1,554	13	8			
Ditto to nurses - - - -	483	9	6½			
Provision money to sick attendants and nurses, not victualled - - - -	1,021	4	7½			
Clothing - - - -	819	18	6			
Bedding - - - -	1,146	6	11			
Washing - - - -	783	14	4			
Household stores - - - -	601	10	8			
Gas - - - -	227	13	2			
Books - - - -	19	19	5			
Lodging money to clerk and steward - -	20	-	-			
				11,825	18	2
For the Schools:						
Salaries - - - -	4,028	6	7			
Retired allowances - - - -	414	15	7			
Wages to servants - - - -	2,012	10	7½			
Purchase of provisions - - - -	6,062	-	8			
Ditto of clothing - - - -	4,265	18	8			
Clothing money to boys on leaving the school -	748	11	9			
Washing - - - -	748	19	11			
Household stores - - - -	1,251	9	-			
Books - - - -	478	7	10			
Stationery - - - -	128	15	5			
Mathematical instruments - - - -	160	-	6			
Lodging money to under-masters, &c. -	324	4	2			
Gas - - - -	89	5	3			
Lectures and monitorial allowances - -	207	-	6			
Miscellanies - - - -	323	16	8			
				21,244	3	1½

EXPENDITURE—continued.

	£.	s.	d.	£.	s.	d.
For the Works Materials:						
Bricklayers - - - - -	291	16	-			
Masons - - - - -	262	-	10			
Plumbers - - - - -	151	17	1			
Carpenters - - - - -	378	17	7			
Plasterers - - - - -	185	14	4			
Painters - - - - -	445	16	9			
Smiths - - - - -	602	7	1			
Ironmongery - - - - -	191	15	6			
Gasfittings - - - - -	35	3	5			
Bellhangers - - - - -	2	2	-			
Tinmen - - - - -	54	5	6			
Glaziers - - - - -	73	12	11			
Paperhangers - - - - -	246	5	9			
Lawns, terraces, &c. - - - - -	63	19	2			
Slaters - - - - -	17	17	6			
Roads - - - - -	279	3	-			
Carting - - - - -	367	10	9			
Sundries - - - - -	26	9	9			
Sweeping chimneys - - - - -	125	15	2			
	3,802	10	1			
Add for clothing - - - - -	16	18	5			
Add for household stores - - - - -	70	4	5			
	3,889	12	11			
Less,—Received for old stores - - - - -	263	16	2			
Carried after Labour, below - - - - -	3,625	16	9			
Works, for Labour:						
Store receivers - - - - -	312	-	-			
Bricklayers - - - - -	813	2	4½			
Masons - - - - -	378	9	3½			
Plumbers - - - - -	276	2	6			
Carpenters - - - - -	1,631	-	5½			
Plasterers - - - - -	1,080	-	7½			
Painters - - - - -	1,497	8	6			
Smiths - - - - -	710	12	3			
Gasfitters - - - - -	207	18	7½			
Bellhangers - - - - -	164	15	3			
Tinmen - - - - -	146	2	9			
Glaziers - - - - -	244	19	1½			
Roads - - - - -	40	18	9			
Lamplighters - - - - -	109	4	-			
Water - - - - -	118	6	3			
Stoker - - - - -	114	19	6			
Lawns and terraces - - - - -	432	-	-			
Engine driver - - - - -	81	15	-			
Shore rakers - - - - -	128	8	-			
	8,488	3	2½			
Add Materials from above - - - - -	3,625	16	9			
	12,113	19	11½			
Deduct, supplied to the schools, house, and infirmary, and which have been charged under their respective heads in the preceding pages of Household, Infirmary, and Schools - - - - -	3,537	-	2			
Works, Schools - - - - -	-	-	-	8,576	19	9½
				1,727	4	4
Balance:						
Cash in the Bank of England - - - - -	14,850	7	9			
Cash in the hands of the cashier - - - - -	1,502	1	5½			
				16,352	9	2½
	£.			185,751	3	11½

Richard Haig, Clerk of the Cheque.

ANALYSIS.

GROSS TOTAL Receipts for the year from all sources - - -	£.	s.	d.
	185,751	3	11½
Deduct,—Sale of stock from Funds, to meet loan to Public Works, and purchase of new burial-ground; also payment of debts from Alston Moor and Woolwich Trust - - -	28,251	-	10
	157,500	3	1½
Deduct balance in hand on 1st January 1857 - - -	16,429	8	6
TOTAL Receipts available as revenue - - - -	141,070	14	7½
TOTAL Expenditure - - - - -	141,147	13	11½
Difference on the receipts * - - - £.	76	19	3½
Opening balance 1st January - - - - £.	16,429	8	6
Closing balance 31st December - - - - -	16,352	9	2½
Difference * - - - £.	76	19	3½

By order of the Commissioners of Greenwich Hospital,

Greenwich Hospital, }
16 June 1858. }Jno. W. Nicholls,
Secretary.

LIABILITIES of GREENWICH HOSPITAL, for the Year 1858.

ESTIMATE for the restoration of the wall of the Poplar Level, Isle of Dogs, in front of the hospital, 2,500 l.

Estimate for the completion of the new burial-ground, 162 l. 18 s. 3 d.

In the event of the established complement of pensioners being filled up, the 847 vacancies, shown as under, will, at the yearly cost of 26 l. for each pensioner, involve an annual increase of expenditure of 22,022 l., or less for a less number.

Established complement of pensioners	-	-	2,710	Increased to this number per Admiralty authority of the year 1814.
Less,—For the establishment of sick attendants, per Admiralty authority, 16 December 1845	-	-	20	
Less,—This number of pensioners, also calculated at 26 £ per man, being the annual cost of the police, per Admiralty authority, 22 February 1851	-	-	47	
Less,—One pensioner in lieu of the chapel clerk, per Admiralty authority, 24 August 1857	-	-	1	
			68	
			2,642	
Number borne on 31 December 1857	-	-	1,796	
Short of complement	-	-	846	Since increased, per Return of 16 June 1858, to 902.
"Insurance Fund."—Due on this fund for 1857	-	-	£. s. d. 2,170 1 1	Instituted, 22 Jan. 1827.
"Alston Moor Mines Fund."—Due on this fund for 1857	-	-	44,138 13 1	Instituted by Admiralty authority, 29 Nov. 1833.

Richard Haig, Clerk of the Cheque.

By order of the Commissioners of Greenwich Hospital.

Greenwich Hospital, 16 June 1858.

Jno. W. Nicholls, Secretary.

NUMBER of SAILORS and MARINES in the Hospital, and Vacancies, if any.

Number of sailors and marines	-	-	-	-	-	-	-	-	-	1,740
Complement of ditto	-	-	-	-	-	-	-	-	-	2,710
Vacancies	-	-	-	-	-	-	-	-	-	970
Of these vacancies, 68 are ordered to be kept for the following purposes:— 47 as equivalent to cover the expense of the Metropolitan Police Force, 20 to cover expense of sick attendants, and one chapel clerk borne in lieu of a pensioner. The available vacancies are therefore										902

Richard Haig, Clerk of the Cheque.

By order of the Commissioners of Greenwich Hospital.

16 June 1858.

Jno. W. Nicholls, Secretary.

RETURN of any MEN now in the Hospital who have never served in the Navy.

— Nil —

Richard Haig, Clerk of the Cheque.

By order of the Commissioners of Greenwich Hospital.

16 June 1858.

Jno. W. Nicholls, Secretary.

GREENWICH HOSPITAL.

RETURN of the REVENUE and EXPENDITURE
of the COMMISSIONERS of GREENWICH Hos-
PITAL between 1 January and 31 December
1857; of the Number of SAILORS and MARINES
in the Hospital, and Number of VACANCIES;
and, of MEN now in the Hospital who have
never served in the NAVY.

(*Sir Charles Napier.*)

*Ordered, by The House of Commons, to be Printed,
22 June 1858.*

357.

Under 1 os.

JEFFRIES'S SMOKE-CONSUMING APPARATUS.

RETURN to an Order of the Honourable The House of Commons,
dated 10 June 1858;—for,

A COPY "of Mr. PATRIDGE'S REPORT to the Board of Admiralty of the Trials of JEFFRIES'S SMOKE-CONSUMING APPARATUS on board the 'VIVID,' in her Passage between *Dover* and *Ostend*, in April 1857."

Admiralty, }
15 June 1858. }

C. H. PENNELL,
Chief Clerk.

COPY of Mr. PATRIDGE'S REPORT to the Board of Admiralty of the Trials of JEFFRIES'S SMOKE-CONSUMING APPARATUS, on board the "VIVID," in her Passage between *Dover* and *Ostend*, in April 1857.

Woolwich Dock Yard,
30 April 1857.

Sir,

1. WITH reference to your Minute on Admiralty Order of the 14th instant, directing me to proceed to Dover to try Jeffries's patent smoke-consuming apparatus in the "Vivid" between Dover and Ostend.

2. I beg to forward herewith a form showing the result of this trial.

3. It will be observed by the height of the steam-gauge and also by the indicated horse power, that the boiler fitted with the apparatus is not capable of producing the same amount of steam as without the apparatus, which, notwithstanding the amount of saving in coal, must be considered as a serious objection, especially where speed is desirable. The boiler, without the apparatus, steamed remarkably easily, while that fitted with the apparatus required the greatest care and attention to generate that steam which was actually obtained.

4. The inventor is of opinion, that if he had more room at the back of the tubes, the draught would not be injured; and should his opinion prove to be correct, I have no doubt that some advantage would result from the use of his patent as respects economy.

I am, &c.

Commodore Superintendent
John Shepherd,
&c. &c. &c.

(signed) D. Patridge,
Assistant to the Chief Engineer,

TRIAL of JEFFRIES'S SMOKE-CONSUMING APPARATUS in the

DATE OF TRIAL.	WHERE TRIED.	Foremost Boiler, with Apparatus, in Connexion with the Starboard Engine.					
		Average Height of Steam Gauge.	Average Pressure on Pistons.	Average Indicated Horse Power.	Coal Consumed.	Coal Consumed per Indicated Horse Power per Hour.	APPEARANCE of the SMOKE.
1857: 16 April -	Between Dover and Ostend -	Ins. 6 $\frac{3}{4}$	Lbs. sq.in. 16.94	238.3	Lbs. 4,970	Lbs. 5.2	Very dark brown ; the stars could easily be seen through the smoke.
17 April -	Between Ostend and Dover -	6 $\frac{3}{4}$	14.92	202.9	4,480	5.5	- ditto - -

DATE OF TRIAL.	WHERE TRIED.	Foremost Boiler, with the Apparatus, in Connexion with the Port Engine.					
		Average Height of Steam Gauge.	Average Pressure on Pistons.	Average Indicated Horse Power.	Coal Consumed.	Coal Consumed per Indicated Horse Power per Hour.	APPEARANCE of the SMOKE.
1857: 18 April -	Between Dover and Ostend -	Ins. 9 $\frac{3}{4}$	Lbs. sq.in. 17.4	286.6	Lbs. 5,600	Lbs. 5.9	Very dark brown ; the stars could easily be seen through the smoke.
20 April -	Between Ostend and Dover -	9 $\frac{1}{4}$	16.72	227.3	4,760	5.2	- ditto - -
21 April -	Between Dover and Ostend -	9 $\frac{1}{4}$	16.57	225.3	4,900	5.4	- ditto - -
22 April -	Between Ostend and Dover -	9 $\frac{1}{4}$	16.77	231.9	4,235	4.6	- ditto - -

Woolwich Dock Yard, }
30 April 1857.

"VIVID" (Six Runs between *Dover* and *Ostend*).

After Boiler, without the Apparatus, in Connexion
with the Port Engine.

Average Height of Steam Gauge.	Average Pressure on Pistons.	Average Indicated Horse Power.	Coal Consumed.	Coal Consumed per Indicated Horse Power per Hour.	APPEARANCE of the SMOKE.	Draught of Water.	Time Occupied.	Revolutions of the Engines.	Economy in favour of Jeffries's Apparatus.	
<i>Ins.</i>	<i>Lbs. sq.in.</i>		<i>Lbs.</i>	<i>Lbs.</i>		<i>Ft. in.</i>	<i>Hours.</i>	<i>P'.min.</i>		
7½	17.9	251.8	6,580	6.5	Densely black ; the stars could not be seen through the smoke.	For. 7 0 Aft. 7 6	4	30	20.0	North country coal was used in both boilers during the whole of these trials.
10½	18.34	249.4	5,950	6.0	- ditto - -	- ditto -	4	29	8.3	

After Boiler, without the Apparatus, in Connexion
with the Starboard Engine.

Average Height of Steam Gauge.	Average Pressure on Pistons.	Average Indicated Horse Power.	Coal Consumed.	Coal Consumed per Indicated Horse Power per Hour.	APPEARANCE of the SMOKE.	Draught of Water.	Time Occupied.	Revolutions of the Engines.	Economy in favour of Jeffries's Apparatus.	
<i>Ins.</i>	<i>Lbs. sq.in.</i>		<i>Lbs.</i>	<i>Lbs.</i>		<i>Ft. in.</i>	<i>Hours.</i>	<i>P'.min.</i>		
10½	18.58	252.6	7,350	7.3	Densely black ; the stars could not be seen through the smoke.	For. 6 11 Aft. 7 5	4	29	19.2	North country coal was used during these trials. Blast cocks wide open.
10½	18.64	253.4	5,570	5.5	- ditto - -	- ditto -	4	29	5.5	
10½	17.75	241.3	5,950	6.2	- ditto - -	For. 7 1 Aft. 7 7	4	29	12.9	
9½	17.12	236.8	5,040	5.3	- ditto - -	- ditto -	3½	29½	13.2	

(signed) *D. Patridge,*
Assist. to the Chief Engineer.

JEFFRIES'S SMOKE-CONSUMING
APPARATUS.

COPY of Mr. PATRIDGE'S Report to the Board
of Admiralty of the Trials of JEFFRIES'S SMOKE-
CONSUMING APPARATUS on board the "Vivid,"
in her Passage between *Dover* and *Ostend*, in
April 1857.

(*Sir John Walsh.*)

Ordered, by The House of Commons, to be Printed,
16 July 1858.

435.

Under 1 oz.

PRIDEAUX'S FURNACE-VALVE DOOR.

RETURN to an Order of the Honourable The House of Commons,
dated 23 April 1858;—for,

COPY “ of the REPORT by the Honourable Captain *Denman* to the Board of Admiralty in June 1855, on the Trials made by him in Her Majesty's Steam-yacht Tender ‘ *Elfin*,’ to test the Merits of PRIDEAUX'S SELF-CLOSING FURNACE-VALVE DOOR.”

Admiralty, }
27 February 1858. }

C. H. PENNELL,
Chief Clerk.

REPORT ON MR. PRIDEAUX'S FURNACE DOORS.

Her Majesty's Yacht “ *Victoria and Albert*,”
Portsmouth, 5 June 1855.

Sir,

I BEG to inform you that I have caused some experiments to be made with Mr. Prideaux's furnace doors, recently fitted to the “ *Elfin*,” with the following results :

With West Hartley coal, which gives out an exceedingly dense and black smoke, the period during which dense smoke issued from the funnel was reduced about one-half in point of time ; and its density was also diminished very considerably.

With common Welsh coal, when firing, the smoke lasted with the common doors four minutes, and with Prideaux's doors two minutes ; so that, allowing for the time when the doors must necessarily be open in either case, Mr. Prideaux may be said to have completely done away with the smoke.

The temperature in the stoke-hole was found to be about four degrees lower with Prideaux, than with the common doors ; but if the smoke and ash-pit doors were fitted on Mr. Prideaux's plan (which he offers to do at cost price, and which I have carefully examined and inquired into on board the “ *Argus*,” revenue steam schooner), I have no doubt a much greater reduction of temperature would be obtained.

During ten days that the “ *Elfin* ” was daily running from Osborne to Portsmouth and back in the morning, and from Osborne to Southampton and back in the afternoon, a careful comparison of the consumption of coal gives a saving of eight per cent. in favour of Mr. Prideaux's doors.

This large saving would, I have no doubt, be much more considerable if Mr. Prideaux's apparatus were fitted to some vessel keeping up steam for long periods.

Vice-Admiral
Sir Thomas J. Cochrane, K. C. B.,
Commander-in-Chief,
Portsmouth.

I have, &c.
(signed) *Joseph Denman*,
Captain.

(No. 1083.)

“ *Victory* ” in Portsmouth Harbour,
7 June 1855.

SUBMITTED for the information of the Lords Commissioners of the Admiralty, with reference to your letter of the 2d April last.

The Secretary of the
Admiralty.

(signed) *Thos. Cochrane*,
Vice-Admiral and Commander-in-Chief.

PRIDEAUX'S FURNACE-VALVE DOOR.

COPY of the REPORT by the Honourable Captain
Dennis to the Board of Admiralty in June
1866, on the Trials made by him in Her
Majesty's Steam-yacht Tender "Elfin," to
test the Merits of PRIDEAUX'S SELF-CLOSING
FURNACE-VALVE DOOR.

(*Mr. Craufurd.*)

*Ordered, by The House of Commons, to be Printed,
29 April 1868.*

PRIDEAUX'S FURNACE-VALVE DOOR.

RETURN to an Order of the Honourable The House of Commons,
dated 3 May 1858;—for,

A COPY “of the REPORT made by Mr. *Murray* to the Board of Admiralty in 1854, on the Trial of PRIDEAUX'S SELF-CLOSING FURNACE-VALVE DOOR in the Dockyard at *Portsmouth*.”

Admiralty, }
13 May 1858. }

C. H. PENNELL,
Chief Clerk.

A COPY of the REPORT made by Mr. *Murray* to the Board of Admiralty in 1854, on the Trial of PRIDEAUX'S SELF-CLOSING FURNACE-VALVE DOOR in the Dockyard at *Portsmouth*.

Sir,

20 April 1854.

IN accordance with your memorandum of the 8th instant directing us to forward a sketch, showing the manner in which Mr. Prideaux's apparatus for the prevention of smoke, has been fitted to any of the boilers in this yard for trial, together with a statement of all the particulars of the experiments, and a full report of the results both with and without the apparatus; we beg to forward the sketch herewith, and we beg to report as follows:

The first experiments were made on the 35 H. P. tubular boiler; the fireplaces were lined by Mr. Prideaux with arches of corrugated fire-brick, as shown on the sketch, but in this state the experiment was not successful, great difficulty being found in generating the usual supply of steam, while smoke was not prevented, though the dense blackness of the smoke was considerably lessened.

All the arches of fire-brick were then removed, except the two next the doors; and one-half of the back fire-bars, or one-fourth of the grate surface, was covered with fire-bricks, so as to produce a more rapid combustion, and expose a large amount of fire-brick surface at the back of the fire. Under these circumstances the smoke was consumed; but as this boiler is not fitted with any apparatus for measuring the quantity of water evaporated, the economy, or otherwise, of the apparatus could not be tested.

From these experiments, Mr. Prideaux considered that the fire-brick arches were not necessary, and he approved of the apparatus being fitted to the fireplaces of the 16 H.P. circular boilers, sections of which are also shown on the accompanying sketch. No change whatever in the fire-bars or brick bridge of this furnace was made, the common fire-door was removed, and a door substituted with Mr. Prideaux's apparatus attached to it.

2 REPORT ON PRIDEAUX'S FURNACE-VALVE DOOR.

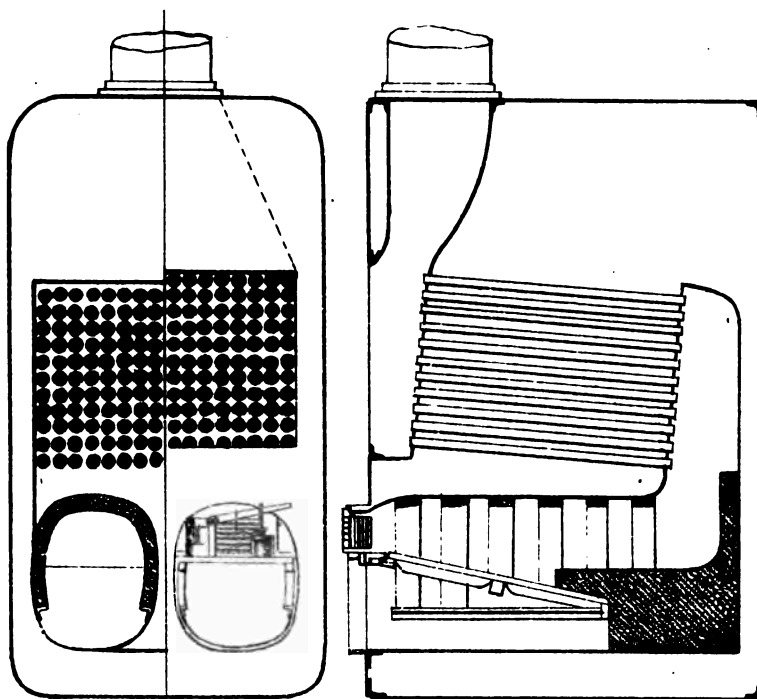
The results were accurately taken during four trials at this boiler, two with Mr. Prideaux's apparatus, and two with the same coal and with the furnace as formerly fitted. In this boiler the apparatus is successful in a very slight degree only; the dense blackness of the smoke is lessened in a very small degree, and the continuance of the smoke before the fire burns clear is also much the same as before. The results as to economy of fuel or otherwise are unimportant.

The details of these experiments are attached hereto.

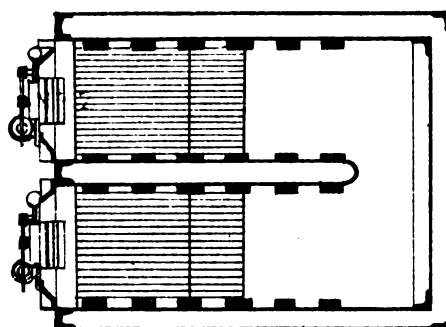
(signed) *Andrew Murray.*
T. W. Miller.
W. Lynn.

Number of Experi- ments.	Description of Fuel used.	Quantity of Coal used in Experiments.	Time occupied in making Experi- ments.	Pounds of Water Evaporated to 1 lb. of Fuel Consumed.		Cubic Feet of Water Evaporated, per Hour.		REMARKS.
				Calculated at the Tempera- ture of the Feed- Water.	Calculated at a constant Tempera- ture of 100°.	Calculated at the Tempera- ture of the Feed- Water.	Calculated at a constant Tempera- ture of 100°.	
No. 1.	Buddle's West Hartley Coal.	<i>Cwt. grs. lbs.</i> 23 1 0	<i>H. M.</i> 10 50	6.75	7.05	26.96	27.14	Prideaux's apparatus.
" 2.		23 1 0	10 55	6.55	6.85	25.00	26.13	Ordinary system.
" 3.		22 2 14	11 10	6.73	7.05	24.44	25.61	Prideaux's apparatus.
" 4.		22 2 0	11 50	6.35	6.68	23.48	25.71	Ordinary system.

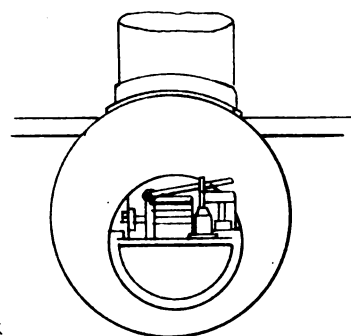
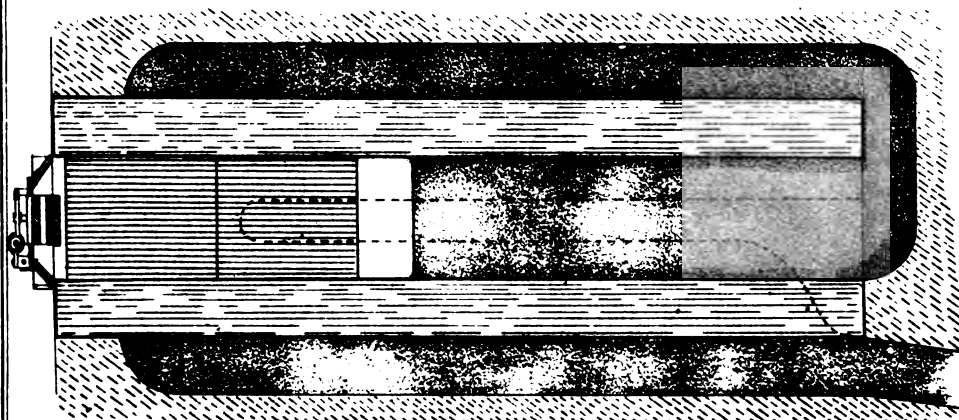
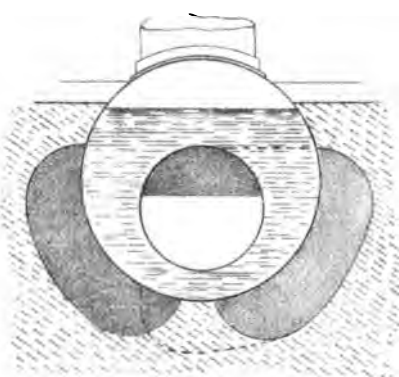
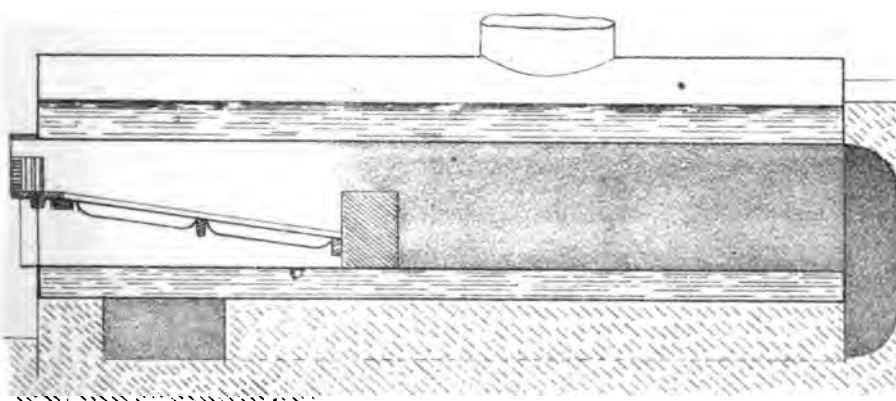
35 H. P. BOILER AS FITTED BY MR PRIDEAUX 1853.



Scale $\frac{1}{4}$ -1 foot.



16 H. P. BOILER



PRIDEAUX'S FURNACE-VALVE DOOR.

A COPY of the Report made by Mr. Murray to the Board of Admiralty in 1854, on the Trial of PRIDEAUX'S SELF-CLOSING FURNACE-VALVE Door in the Dockyard at *Portsmouth*.

(*Mr. Craufurd.*)

*Ordered, by The House of Commons, to be Printed,
14 May 1858.*

277.

Under 1 oz.

PRIDEAUX'S FURNACE-VALVE DOOR.

RETURN to Two Orders of the Honourable The House of Commons,
dated 20 May and 7 June 1858;—for,

(ORDER, 20 May 1858.)

COPIES “of the REPORT of the Honourable Captain *Denman* in 1855, on the Reduction of Temperature in the Engine Room of Her Majesty's Yacht Tender ‘*Elfin*,’ produced by the Application of Mr. *Prideaux*'s Self-closing Valve Fire-door and Non-conducting Smoke-box Shields :”

“And, of the REPORT by Commander *J. M. Grandy* in August 1855, of the Trial of Mr. *Prideaux*'s Self-closing Valve Fire-door and Non-conducting Smoke-box Shields in Her Majesty's Revenue Steam Cruiser ‘*Argus*.’”

(*Mr. Craufurd.*)

(ORDER, 7 June 1858.)

“A COPY of the REPORT, dated the 25th day of May 1857, from the Government Officers, Messrs. *Dinnon* and *Ward*, on Mr. *Prideaux*'s Furnace Doors, fitted to the ‘*Argus*’; and of the REPORT from Captain *Watson*, dated the 10th day of June 1856, upon the Furnace Doors fitted to the ‘*Impérieuse*.’”

(*Mr. Corry.*)

Admiralty, }
12 June 1858. }

C. H. PENNELL,
Chief Clerk.

Ordered, by The House of Commons, to be Printed,
15 June 1858.

COPIES of the REPORT of the Honourable Captain *Denman* in 1855, on the Reduction of Temperature in the Engine Room of Her Majesty's Yacht Tender "Elfin," produced by the application of Mr. *Prideaux's* Self-closing Valve Fire Door and Non-conducting Smoke-box Shields. And, of the REPORT by Commander *J. M. Grandy* in August 1855, of the Trial of Mr. *Prideaux's* Self-closing Valve Fire Door and Non-conducting Smoke-box Shields in Her Majesty's Revenue Steam Cruiser "Argus."

Her Majesty's Yacht "Victoria and Albert,"

Cowes, 30 August 1855.

Sir,

I BEG to enclose further reports upon Mr. *Prideaux's* fire, smoke-box, and ash-pit doors for the commander and chief engineer of the "Elfin," and I have seen no reason to alter the opinion expressed in my report of the 5th of June 1855, since which the smoke and ashpit doors have been fitted by Mr. *Prideaux* with very decided advantage in reducing the temperature.

Vice-Admiral Sir T. Cochrane, K.C.B.,
Commander-in-Chief, Portsmouth.

I have, &c.
(signed) *Jos. Denman*,
Captain.

Her Majesty's Yacht Tender "Elfin,"

Cowes, 24 August 1855.

Sir,

In obedience to your orders to report upon Messrs. *Prideaux's* fire doors for the consumption of smoke, and his smoke-box doors for suppressing the heat in the stoke-hole,

I now, after a careful investigation of the same, beg to make the following report:—

The coals that we have been burning during the last two months are the Welsh Merthyr, which produce a quantity of smoke on firing and for some minutes after; but with the patent fire doors the smoke is very moderate, and seldom lasts longer than when they are firing or levelling the fires, in which case the doors must of necessity be open; but the smoke entirely disappears in a minute or two after the doors are closed. The fires are generally obliged to be fed when full steaming once every 10 minutes, and takes about three minutes in doing, whilst the levelling occurs once in 30 minutes. Upon getting the steam up, when the fires are once lighted, there would be the same amount of smoke as if the patent doors were not fixed, as they are obliged to be left open to allow the fires to burn. As the "Fairy" and "Elfin" have both been burning the same kind of coals, you yourself must have noticed the comparative difference in the smoke of the two vessels.

Owing to the irregularity of our running, with detentions, &c., we have not been able to ascertain the exact consumption of coals that have been used, but I am still of opinion that the saving would be about the same as in my previous report, viz., eight per cent.

The only objection that I see respecting the doors for general purposes is the liability of their getting out of order, and more especially as the cylinder that regulates the valve projects so far, and is liable to get a blow, unless precautions are taken to have a guard fixed over or around them.

I cannot speak too highly of the smoke-box doors supplied for trial. They are simple and easily applied to all steam-vessels; neither do I consider them the least in the way, as they are fastened on to the present doors, and can be taken down or put up at pleasure.

I consider their merits are even better than the enclosed report of the temperatures taken with the doors on now, and the corresponding account of the temperature taken last year when they were not supplied. My reason for saying so is, that from the confined place of the stoke-hole the thermometer is obliged to be placed in a corner out of the way of the stokers, and where the heat must necessarily accumulate. The patent doors are so cool you may place your hand upon them without feeling the least warm; the same also may be said of the front of the patent fire door.

The thermometer, when placed on the patent smoke-door showed 92°, and when the door was taken down, and it was hung on the flue-door, it immediately went up to 116°, thereby showing a difference in the temperature of 24°, and that in a place where the stokers have to work.

I beg to enclose a report I have received from Mr. Bills, chief engineer, who has carried out these trials.

Captain Hon. J. Denman, R.N.
&c. &c. &c.

I have, &c.
(signed) *Alfred Balliston*,
Master Commanding.

Her Majesty's Steam Tender "Elfin,"
Cowes, 24 August 1855.

Sir,

I HAVE to report for your information the results obtained from Prideaux's Patent Smoke Doors, and consider them from the previous trials we have made to be very satisfactory, and now give you the following : I find that the smoke almost disappears after firing and levelling the fires, and consider them to be a saving in fuel, as you will see by my report, and with the addition of tin casing to the smoke-box doors, it reduces the temperature of the stoke-hole and engine-room, which you will see by the results I have furnished.

I am, &c.
(signed) *J. W. Bills*,
Chief Engineer.

Master Commanding Balliston,
H. M. S. Tender "Elfin."

THE AVERAGE TEMPERATURE of ENGINE ROOM and STOKE-HOLE, with and without Messrs. PRIDEAUX'S FIRE and SMOKE-BOX DOORS as fitted to Her Majesty's Yacht "Elfin."

With Prideaux's Patent Valves.				Without the Patents (Common Doors).			
Date, 1855.	Engine- room.	Stoke-hole	REMARKS.	Date, 1854.	Engine- room.	Stoke-hole.	REMARKS.
	Deg.	Deg.			Deg.	Deg.	
July - 11	91	86	-- The thermometer was hung in the corner of the stoke-hole, and in the same place as last year.	July 12	85	112	-- The thermometer was hung in the corner of the stoke-hole, the port side.
12	92	92		17	86	114	
13	94	89		18	86	114	
14	92	93		19	96	120	
15	93	93		20	96	120	
16	94	90		21	98	118	
17	92	90		22	97	120	
18	89	91		23	98	118	
19	90	90		24	110	120	
20	89	88		25	100	118	
21	98	96		26	96	115	
22	92	96		27	98	116	
23	95	96		28	94	112	
24	90	90		29	94	110	
25	89	89		30	96	108	
26	91	95		31	90	110	
27	89	91					
28	86	86		Aug. 1	98	110	
29	93	93		2	94	118	
30	92	91		3	98	110	
31	94	94		4	99	112	
Aug. - 1	93	93		5	98	110	
2	91	92		6	98	110	
3	94	93		7	98	112	
8	92	96		8	98	110	
9	94	97		9	98	110	
10	94	96		10	99	110	
11	94	92		11	99	111	
12	95	93		12	94	111	
13	94	93		13	96	112	
14	92	94		14	96	112	
15	94	95		15	90	108	
16	94	95		16	98	110	
17	92	93		17	96	112	
18	88	87					

(signed) *Alfred Balliston*, Master Commanding.

(62.)

Her Majesty's Royal Screw Steamer, "Argus,"
Weymouth Roads, 7 August 1855.

Sir,

With reference to your letter of the 30th June, 1854, No. 54, directing me, after a careful trial of Mr. Prideaux's Patent Furnace Doors, to report as to their efficiency for the prevention of smoke and economy of fuel,—

I beg leave to acquaint you that, having now had them in use for more than twelve months, I can with full confidence state, that there is a small saving of fuel, to the extent of about 10 per cent., but from our very irregular expenditure (consequent upon the nature of our cruising) it is difficult to say exactly how much.

With respect to their power of preventing smoke, they are in my opinion most valuable, as with the exception of the time of firing and pricking up the fires, no smoke is visible from about a minute to a minute and a half after these operations have been performed.

Independent of these advantages, I beg to observe that these doors combined with the tin shields on the smoke-doors, and the jalousie dampers on the ash-pit, causes the stoke-hole to be within four or five degrees as cool as the cabins in the after-part of the ship, therefore of the greatest benefit to the engineers and stokers.

Comptroller General, Coast Guard,
Custom House, London.

I have, &c.,
(signed) J. W. Grandy,
Commander.

COPY of the REPORT, dated the 25th day of May 1857, from the Government Officers, Messrs. *Dinnon* and *Ward*, on Mr. *Prideaux's* Furnace Doors, fitted to the "Argus;" and of the REPORT from Captain *Watson*, dated the 10th day of June 1856, upon the Furnace Doors fitted to the "Impérieuse."

(S. M. 6609.)

Sir,

Admiralty, 26 May 1857.

T. L. 25 May.

1. In obedience to your commands to proceed on board the "Argus," with a view of trying *Prideaux's* Smoke Consuming Apparatus, to ascertain the comparative merits of this and the ordinary plan with respect to consumption of fuel (both Welsh and bituminous coal), power of maintaining steam, quantity of smoke, labour to the stokers, temperature of engine-room and stoke-hole, and all other points of importance respecting which a comparison can be made between the two plans,—reporting the result for their Lordships' information,—we have the honour to report as follows:—

2. In order to fix a standard for the engine and boiler capability, to be maintained, if possible, throughout all the experiments, preliminary trials were made, and the first step of expansion was fixed on, at 12 lbs. pressure of steam; as it blew off at the safety valve at 13 lbs., and this 12 lbs. was as much as could be maintained when the fires got dirty.

3. The coals were always weighed in bags, and passed down from the deck as required; and the engines and boilers were managed entirely by the engineers of the ship, subject only to the check of keeping the steam to the 12 lbs.

4. *Prideaux's* doors consist of three inner and fixed sets of Venetian blinds of metal, to attract the heat of the fire for the purpose of warming the entering air. In front of the door a series of Venetian blinds of metal are opened by hand at firing, and are closed by a piston and cylinder arrangement attached to the fire-doors (styled a cataract), which is supposed to be set so as to close the blinds at some fixed period of time, regulated by the disappearance of the smoke.

5. The furnace doors of all ships in the Navy have been many years fitted with a second latch, by which the doors may be fixed "ajar," instead of closing them

them entirely, for the purpose of taking away vibration, when it occurs, by admitting air by the door as well as through the grate bars. The experiments tabulated to contrast with Prideaux's doors were made with the *common doors on the second latch*.

5. Two trials were always made with each of three descriptions of coal, both with and against the wind, with clean and dirty fires alternately; Prideaux's doors taking precedence in one series, and the latch in the other series.

6. In the remarks in the tabular statement the terms in the margin have been employed to indicate the degrees of smoke exhibited during the respective trials. And when the bituminous coal, especially, was used, it would have astonished a stranger had he been told that smoke consuming apparatus of any kind were in operation on board, in consequence of the *very dense* volumes of smoke emitted.

Degrees of Smoke.

“Opaque or Inky.”—“Very dense.”—“Dense.”—“Very considerable.”—“Considerable.”—“Moderate.”—“Thin.”

7. The coals happened to be all smoky, and the “Machin Black Vein,” Welsh coal, received at Portsmouth, was nearly as bad as north country coal. The smoke was always *thinned* considerably by both Prideaux and the latch, and disappeared sooner than when the doors were shut close. Prideaux's doors, when in proper order and action, on the whole, *thinned* the smoke a little more than the latch, because the air was better distributed over the fire: but by making more holes in the common doors, near the hinge, they would so far be placed on an equal footing. The degrees of smoke after firing, with the first description of Welsh coal was set down as *considerable* up to *very considerable* with both plans. With the “Machin Black Vein,” also Welsh, it was *dense*, and with the West Hartley it was *very dense*. But when the doors were shut close it was *opaque* and *inky*, more especially with the West Hartley coals.

8. Prideaux's apparatus had been put into the best order by the engineers of the ship when we joined, but they were always getting out of order and action until we got to the dockyard and had entirely new pistons, as well as spare India-rubber packings from the patentee; still they again got out of order, and were only got uninterruptedly to work for the last two days' experiments.

9. Taking into account the circumstances which affected the power, consumption of coal, and rate of speed of ship, in both cases, as tabulated, these qualities may be said to be equal:

For the mean of Prideaux's series gives —

Indicated Horse-power.	Coals for indicated Horse-power, per Hour.	Mean Rate by Patent Log, per Hours.
104·5	5·78 lbs.	7·47 knots.

While the mean of the experiments with the second latch are as under—

105 Horses.	Coals, 5·73 lbs.	Rate, 7·47 knots.
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And the mean temperature was the same in the stoke-hole.

10. Finally; against Prideaux are: First, the complication of the parts, which can never be depended on from their delicacy, especially in the dark regions of the stoke-holes of most men-of-war, with energetic firing in a sea-way, by rough untrained stokers. And its slight advantage in thinning the smoke over the latch, which may be readily remedied, as before stated, is not such as to give it any claim to superiority for military purposes; for an enemy, at many mile's distance, could at any time have marked our course by the smoke emitted, which was nevertheless much less than when the doors were quite shut.

It did not appear to us that the capability of the boilers to generate steam for full power, in this ship, was at all affected by the use of either plan, compared with the doors when shut close.

When the full power in any case can be relaxed, of course easier firing admits of more effective suppression of the smoke by both plans; but at full speed, the volumes of smoke were always for some time very notable.

We have, &c.,
(signed) J. Dinnon.
Jno. Ward.

Captain Sir Baldwin W. Walker,
Bart., R.N., K.C.B., &c., &c., &c.,
Surveyor of the Navy.

(S. M. 2619.)

REPORT OF PRIDEAUX'S PATENT SMOKE CONSUMING APPARATUS.

Her Majesty's Ship "Impérieuse,"
Plymouth Sound, 10 June 1856.

Sir,

IN pursuance of an Order from the Lords Commissioners of the Admiralty, through Vice-Admiral Sir George F. Seymour, K.C.B., I have taken to my assistance Mr. Ward, the Inspector of Machinery afloat, and proceeded to sea to test the comparative merits of Mr. Prideaux's "Patent Smoke Consuming Apparatus" with the ordinary plan, with respect to consumption of fuel, power of maintaining steam, quantity of smoke, labour to stokers, temperature of engine-room and stoke-hole, and all other points of importance upon which a comparison can be made between the two plans.

After most careful trials, which the accompanying tabular statement will show, we have come to the following conclusion :—

1st. Respecting the consumption of fuel ; where it has been saved, steam-power has been lost ; at the same time, it is with difficulty that steam can be maintained.

2d. Quantity of smoke ; comparatively none with either doors, as those fitted by Messrs. Penn, with a double catch, appear to have nearly the same effect in consuming the smoke as those fitted by Mr. Prideaux.

3d. Labour to stokers apparently equal.

4th. Temperature of engine-room and stoke-hole in favour of Mr. Prideaux.

Lastly. Mr. Prideaux's "patent doors" are somewhat complicated and liable to get out of order, and although we admit that he deserves credit for his great exertions to accomplish so desirable an object as the consumption of smoke, and saving of fuel, yet by referring to our "tabular statement" we are not prepared to recommend their adoption in Her Majesty's Service.

I have, &c.

(signed) *R. Burgess Watson*, Captain.

To Admiral Sir William Parker,
Bart., G.C.B., & &c. &c.
Commander-in-Chief.

(No. 909.)

"Impregnable," Hamoaze, 10 June 1856.

SUBMITTED for the information of the Lords Commissioners of the Admiralty.

(signed) *W. Parker*, Admiral.

The Secretary of the Admiralty.

PRIDEAUX'S FURNACE-VALVE DOOR.

COPY of REPORT of the Hon. Captain *Denman*, in 1856, on the Reduction of Temperature in the Engine Room produced by the application of Mr. *Prideaux's* Self-closing Valve Fire Door, and Non-conducting Smoke-box Shield; and of REPORT of Commander *J. M. Grandy*, in August 1856, respecting the same.

(*Mr. Craufurd.*)

COPY of REPORT from the Government Officers, Messrs. *Disston* and *Ward*, dated 25 May 1857; and of REPORT from Captain *Watson*, dated 10 June 1856, on Mr. *Prideaux's* Furnace Doors.

(*Mr. Corry.*)

Ordered, by The House of Commons, to be Printed,
15 June 1858.

NAVAL PRIZE MONEY, &c.

AN ACCOUNT

SHOWING THE

RECEIPT AND EXPENDITURE

OF

NAVAL PRIZE, BOUNTY, SALVAGE, AND OTHER MONIES,

BETWEEN THE

1st APRIL 1857 and 31st MARCH 1858.

(Prepared pursuant to Act 17 Vict. c. 19, s. 13.)

*Ordered, by The House of Commons, to be Printed,
20 July 1858.*

AN ACCOUNT showing the RECEIPT and EXPENDITURE of NAVAL PRIZE, BOUNTY,

(Prepared pursuant to Act

	£.	s.	d.	£.	s.	d.
Unclaimed Prize Account :						
To balance of unclaimed prize, bounty, salvage, and other monies remaining in the hands of Her Majesty's Paymaster-general at the Bank of England, on the 1st of April 1857 (under Act 17 Vict. c. 19, s. 6)	4,196	3	-			
To amount of prize, bounty, salvage, and other monies brought into distribution by navy prize agents, remaining unclaimed after the expiration of three months, and paid by them to the account of Her Majesty's Paymaster-general at the Bank of England, on account of "Naval Prize"	66	19	-	4,263	2	-
Slave and Tonnage Bounty :						
To balance of proceeds of the sale of certain slave vessels and of tonnage bounty awarded, remaining in the hands of Her Majesty's Paymaster-general at the Bank of England, on the 1st April 1857	3,324	7	-			
To proceeds of the sale of certain slave vessels captured by Her Majesty's ships, and amount of tonnage bounty awarded, and paid to the account of Her Majesty's Paymaster-general at the Bank of England, on account of "Naval Prize" (under Act 17 Vict. c. 19, s. 5), viz. :						
Slave vessel, name unknown, captured 5th August 1857, by H. M. S. Myrmidon	291	8	4			
Abbot Devereux slaver, prize to H. M. S. Teazer	178	7	3			
Slave brigantine, name unknown - ditto	215	12	10			
Slave brig - ditto - captured 4th October 1857, by H. M. S. Myrmidon	157	2	6			
Onward slaver, prize to H. M. S. Alecto	80	9	10			
Eliza Jane - ditto	178	10	4			
Joseph H. Record slaver, prize to H. M. S. Antelope	87	16	6			
William Clark - ditto - Firefly	84	12	8			
Slave vessel, name unknown, prize to H. M. S. Vesuvius	167	19	1			
Ditto - captured 19th May 1856, by H. M. S. Myrmidon	324	10	-	5,090	16	4
Salvage Services rendered by Her Majesty's Ships :						
To balance of amount recovered from the owners of certain vessels for salvage services rendered to them by Her Majesty's ships, and paid to the account of Her Majesty's Paymaster-general at the Bank of England on account of "Naval Prize" (under Act 17 Vict. c. 19, s. 5)	2,212	13	4			
To amount recovered from the owners of certain merchant vessels for salvage services rendered to them by Her Majesty's ships, and paid to the account of Her Majesty's Paymaster-general at the Bank of England, by the Registrar of the High Court of Admiralty and the captors' agent respectively, between the 1st April 1857 and 31st March 1858 (under Act 17 Vict. c. 19, s. 5), viz. :						
Salvage services rendered to the Mary Pleasants by H. M. S. Leopard	600	-	-			
Ditto - ditto - Eden - by H. M. S. Ariel, and steam tug Bustler	89	10	-	2,902	3	4
Bounty for Destruction of Russian Ships of War :						
To balance of amount of bounty money awarded to the officers and crew of Her Majesty's ship Cuckoo, under a Vote by Parliament, for the destruction of the Russian ship of war Vengeur, and paid to the account of Her Majesty's Paymaster-general at the Bank of England on account of "Naval Prize," by order of the Lords of the Treasury (under Act 17 Vict. c. 18, s. 11)	-	-	-	3	2	1
Bounty for Destruction of Pirates :						
To balance of amount of bounty money awarded to the officers and crew of Her Majesty's ship Prometheus, under a Vote by Parliament, for the destruction of Riff Pirates, and paid to the account of Her Majesty's Paymaster-general at the Bank of England, on account of "Naval Prize," by order of the Lords of the Treasury (under Acts 13 & 14 Vict. c. 26)	615	2	1			
To amount of bounty money awarded to the officers and crew of the undermentioned ships, under a Vote by Parliament, for destruction of Pirates in the China Seas, and paid to the account of Her Majesty's Paymaster-general at the Bank of England on account of "Naval Prize," by order of the Lords of the Treasury (under Acts 13 & 14 Vict. c. 26), viz. :						
H. M. S. Rattler, and hired steamer Tartar, for services between May and August 1855	3,000	-	-			
Her Majesty's ship Bittern, for services between 27 June 1854 and 30 March 1856	10,000	-	-			
Her Majesty's ships Spartan and Encounter for services between 30th May and 12th November 1854	6,150	-	-	19,765	2	1
Captures made under the Prize Act, "Russia" :						
To balance of prize proceeds remaining undistributed on the 1st April 1857, as per account laid before Parliament, on the 29th June 1857 (150.), and Paper (A.) annexed	30,330	6	6			
To proceeds of the sale of Russian vessels and cargoes, as per Paper (A.) annexed, captured by Her Majesty's ships, transferred to the account of Her Majesty's Paymaster-general at the Bank of England, on account of "Naval Prize," by order of the Lords of the Treasury, and by the Registrar of the High Court of Admiralty, between the 1st April 1857 and the 31st March 1858 (under Act 17 Vict. c. 19, s. 4)	4,708	11	9	35,038	18	3
	£.			67,063	4	1

I hereby certify that the foregoing Account, prepared in pursuance of the 13th section of Act 17 Vict. c. 19, is a correct and the 31st March 1858, as compared with the account books and

Admiralty, 17 July 1858.

SALVAGE, and other MONIES, between the 1st April 1857 and the 31st March 1858.

17 Victoria, c. 19, s. 13.)

		£. s. d.	£. s. d.
Unclaimed Prize Account:			
By amount of unclaimed shares of prize, bounty, salvage, and other monies paid during the year out of the balance and receipts, per contra	- - - - -	- - -	1,826 19 5
Slave and Tonnage Bounty:			
By amount paid out of the Balance and Proceeds, per contra, viz.:			
Manuelita slaver, prize to H. M. S. Ferret	- - - - -	49 6 7	
Slave vessel, name unknown, prize to H. M. S. Alecko	- - - - -	26 11 6	
Ditto - - - ditto - - - ditto to H. M. S. Ferret	- - - - -	1,326 18 9	
Ditto - - - ditto - - - ditto to H. M. S. Crane (supposed Oregon or Mercedita)	- - - - -	175 19 8	
Slave felucca, name unknown, captured 25th August 1854 by H. M. S. Philomel	- - - - -	15 2 1	
Ditto - - - ditto - - - 27th - - - by - ditto	- - - - -	12 13 4	
Slave vessel, name unknown, prize to H. M. S. Plumper	- - - - -	372 18 2	
Chatsworth slaver, prize to H. M. S. Hecate	- - - - -	792 9 10	2,771 14 6
Salvage Services rendered by Her Majesty's Ships:			
By amount distributed and paid out of the Balance and Receipts for Salvage Services, per contra, viz.:			
Salvage services rendered to the Cuthbert Young, by H. M. S. Prometheus	- - - - -	1 15 5	
Ditto - - ditto - - - Washington - by H. M. S. Star	- - - - -	65 10 10	
Ditto - - ditto - - - Neptunus - by H. M. S. Odin	- - - - -	16 13 8	
Ditto - - ditto - - - Earl of Eglinton, by H. M. S. Penelope	- - - - -	1,494 15 9	
Ditto - - ditto - - - Flying Arrow - by H. M. S. Fantôme	- - - - -	50 9 8	
Ditto - - ditto - - - British Princess, by H. M. S. Mæander	- - - - -	106 13 9	
Ditto - - ditto - - - Mary Pleasants, by H. M. S. Leopard	- - - - -	488 7 8	
Ditto - - ditto - - - Eden - - - by H. M. S. Ariel, and steam tug Bustler	- - - - -	35 7 7	2,268 13 11
Bounty for Destruction of Russian Ships of War:			
By amount distributed and paid out of the balance, per contra		-	
Bounty for Destruction of Pirates:			
By amount distributed and paid out of the Balance and Receipts, per contra, viz.:			
Bounty for destruction of Pirates by H. M. S. Prometheus	- - - - -	539 4 5	
Ditto - - - ditto - - - by H. M. S. Rattler, and hired steamer Tartar	- - - - -	15 12 6	
Ditto - - - ditto - - - by H. M. S. Bittern	- - - - -	8,517 13 7	
Ditto - - - ditto - - - by H. M. ships Spartan and Encounter	- - - - -	32 17 6	9,105 8 -
Captures made under the Prize Act, "Russia":			
By amount distributed and paid out of the balance and proceeds, per contra (as detailed in Paper (A.) annexed)		- - -	19,510 9 7
By Balance, viz.:			
Unclaimed prize account	- - - - -	2,436 2 7	
Slave and tonnage bounty	- - - - -	2,319 1 10	
Salvage services rendered by Her Majesty's ships	- - - - -	633 9 5	
Bounty for destruction of Russian ships of war	- - - - -	3 2 1	
Bounty for destruction of pirates	- - - - -	10,659 14 1	
Captures made under the Prize Act, "Russia"	- - - - -	15,528 8 8	31,579 18 8
		£.	67,063 4 1

statement of the Receipt and Expenditure of Naval Prize, Bounty, Salvage, and other monies, between the 1st April 1857 vouchers, or other documents from which the books are prepared.

R. M. Bromley,
Accountant-General of the Navy, and
Auditor of Prize Accounts.

(A.)
STATEMENT of CAPTURES made under the Prize Act, "Russia."

DESCRIPTION OF PRIZE.	BY WHAT SHIP CAPTURED.	Date of Adjudication.	Balance remaining for Distribution or Payment on 1 April 1857.	Proceeds Paid into Naval Prize Account in the Year 1857-58.	TOTAL.	Distributed or Paid away in the Year 1857-58.	Balance on 1 April 1858.	Date of Certificate of Distribution.
			£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
Phoenix -	Tribune -	21 June - 1854	86 11 10	-	86 11 10	10 5 8	76 6 2	17 January 1856.
Mentor -	ditto -	29 -	27 15 8	-	27 15 8	-	27 15 8	27 August 1855.
Amerika -	ditto -	29 -	8 5 3	-	8 5 3	-	8 5 3	27 -
Alexander -	ditto -	29 -	30 4 2	-	30 4 2	-	30 4 2	17 January 1856.
Aland -	Jamea Watt, and French ship Austerlitz.	21 -	28 15 2	-	28 15 2	1 11 4	27 3 10	16 April 1855.
Patriotan -	Magicienne and 30 other of Her Majesty's ships, and French ship Austerlitz.	30 -	823 - 7	-	823 - 7	609 13 7	213 7 -	31 August 1857.
Aina -	Alban -	21 -	27 10 9	-	27 10 9	-	27 10 9	6 - 1855.
Nadeschda -	ditto -	29 -	24 13 7	-	24 13 7	-	24 13 7	6 -
Ida -	Gorgon, and 14 other of Her Majesty's ships.	29 -	9,013 14 6	-	9,013 14 6	7,157 15 10	1,855 18 8	31 - 1857.
Ægir -	Tribune -	31 July -	14 3 10	-	14 3 10	-	14 3 10	27 - 1855.
Victor -	Euryalus, and seven other of Her Majesty's ships.	31 -	98 7 4	-	98 7 4	59 15 5	33 11 11	31 - 1857.
Catherine Charlotte -	Conflict -	31 -	63 11 10	-	63 11 10	30 9 7	33 2 3	26 Nov. 1855.
Carl Magnus -	ditto -	Ship condemned, 4 August 1854 Cargo condemned, 5 Nov. 1854	10 6 -	-	10 6 -	4 18 9	5 7 3	26 -
Primus -	Valorous and Vulture -	21 July - 1854	59 15 2	-	59 15 2	6 12 4	53 2 10	31 August -
Najaden -	Odin -	15 August -	7 8 3	-	7 8 3	-	7 8 3	29 January -
Gebruder -	Amphion and Cruizer -	15 -	3 - 3	-	3 - 3	1 6 10	1 13 5	15 October -
Dido -	Imperieuse and Leopard -	31 July -	33 17 7	-	33 17 7	14 11 2	19 6 5	9 July -
Abo -	Tribune -	21 -	25 8 7	-	25 8 7	-	25 8 7	27 August -
Industrie -	Conflict -	15 August -	146 14 8	-	146 14 8	35 - 1	111 14 7	31 March -
John -	ditto -	15 -	46 5 3	-	46 5 3	20 4 3	26 1 -	26 November -
Carolina -	Amphion and Cruizer -	4 -	13 9 8	-	13 9 8	9 19 9	3 9 11	18 June -
Fidentia -	Tribune, Leopard, and Imperieuse -	21 July -	41 11 7	-	41 11 7	21 7 6	20 4 1	9 July -
Emelie -	Bulldog -	4 August -	32 6 10	-	32 6 10	7 19 4	24 7 6	16 April -

	Augusta -	Carl -	Dwina -	Volga -	Mojá Nadescha -	Anna Maria -	Eight vessels (condemned as a class).	Concordia and two other vessels (names unknown).	Vessel (name unknown)	Johanna Maria -	Norren -	Twelve vessels -	Steen Bille -	Themis -	Fortuna -	Nyverdal -	Annechiena Jantina -	Ellida -	Problem -	Antoine -	Vessel (name unknown)	Magle -	Jeanne Marie -	Vrow Alida -	Minnina -	San Spiridione -	Phenix -	Fides -	Vessel (name unknown; No. 12,044).	Grain taken out of six Russian launches.
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Arrogant and Hecla -	Avon and Impregnable -	Miranda -	ditto - and Eurydice -	ditto -	Archer -	Amphion and Confict -	Confict -	Furious, and French ship Caton -	Archer -	ditto, and two other ships -	Retribution, Niger, and French ship Descartes.	Confict -	Cruizer -	Archer -	Confict and Cruizer -	Archer -	Cruizer -	ditto -	Dragon, and two other ships -	Firebrand -	Archer -	ditto -	ditto -	ditto -	Fury and Sidon -	Archer and Desperate -	Firefly -	Merlin -	Basilisk -
	15 August 1854	4 -	4 Nov.	22 -	4 -	12 March 1855	15 August 1854	6 October -	30 March 1855	3 February -	3 -	4, 19 May - and 5 June -	3 February -	16 March -	12 -	16 -	3 February -	22 March -	22 -	16 -	4 May -	2 April -	8 February -	3 -	16 March -	21 Nov. 1856	12 July 1855	30 Nov.	3 Aug.	22 January 1856
	38 4 10	186 1 11	25 18 11	390 - 7	50 9 -	45 2 2	38 13 4	1 1 6	22 19 4	210 2 3	314 15 2	281 16 1	14 3 8	5 11 3	35 2 5	9 7 11	15 15 1	1 8 10	49 1 8	86 1 8	49 6 8	35 7 5	52 8 4	8 10 8	9 11 4	1,768 - 9	491 3 10	51 2 8	3 14 1	28 6 10
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	38 4 10	186 1 11	25 18 11	390 - 7	50 9 -	45 2 2	38 13 4	1 1 6	22 19 4	210 2 3	314 15 2	281 16 1	14 3 8	5 11 3	35 2 5	9 7 11	15 15 1	1 8 10	49 1 8	86 1 8	49 6 8	35 7 5	52 8 4	8 10 8	9 11 4	1,768 - 9	491 3 10	51 2 8	3 14 1	28 6 10
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	9 1 2	39 4 4	8 5 10	278 4 1	16 2 5	26 7 4	11 14 10	1 1 6	4 7 11	158 18 8	171 11 8	170 12 10	4 18 4	2 17 8	20 19 4	3 15 10	9 10 6	- 19 5	30 12 7	33 17 4	17 11 8	21 8 3	39 12 11	5 1 11	5 1 2	1,524 18 10	396 15 3	-	-	22 19 5
	29 3 8	146 17 7	17 13 1	111 16 6	34 6 7	18 14 10	26 18 6	(a)	18 11 5	51 3 7	143 3 6	111 3 3	9 5 4	2 13 7	8 3 1	5 12 1	6 4 7	- 9 5	18 9 1	52 4 4	31 15 -	13 19 2	12 15 5	3 8 9	4 10 2	243 1 11	94 8 7	51 2 8	3 14 1	5 7 5
	23 May 1856.	26 January 1856.	19 Nov. 1856.	31 Dec. -	19 Nov. -	29 -	15 October -		14 January 1856.	30 May -	30 -	17 Nov. -	26 Nov. 1855.	26 -	30 May 1856.	26 Nov. 1855.	29 -	3 Nov. 1856.	3 Nov. -	24 January -	12 Nov. 1855.	10 January 1856.	30 May -	10 January -	10 January -	4 May 1857.	15 January -	19 May 1856.	17 March -	2 April 1857.
	29 3 8	146 17 7	17 13 1	111 16 6	34 6 7	18 14 10	26 18 6	(a)	18 11 5	51 3 7	143 3 6	111 3 3	9 5 4	2 13 7	8 3 1	5 12 1	6 4 7	- 9 5	18 9 1	52 4 4	31 15 -	13 19 2	12 15 5	3 8 9	4 10 2	243 1 11	94 8 7	51 2 8	3 14 1	5 7 5
	29 3 8	146 17 7	17 13 1	111 16 6	34 6 7	18 14 10	26 18 6	(a)	18 11 5	51 3 7	143 3 6	111 3 3	9 5 4	2 13 7	8 3 1	5 12 1	6 4 7	- 9 5	18 9 1	52 4 4	31 15 -	13 19 2	12 15 5	3 8 9	4 10 2	243 1 11	94 8 7	51 2 8	3 14 1	5 7 5
	29 3 8	146 17 7	17 13 1	111 16 6	34 6 7	18 14 10	26 18 6	(a)	18 11 5	51 3 7	143 3 6	111 3 3	9 5 4	2 13 7	8 3 1	5 12 1	6 4 7	- 9 5	18 9 1	52 4 4	31 15 -	13 19 2	12 15 5	3 8 9	4 10 2	243 1 11	94 8 7	51 2 8	3 14 1	5 7 5
	29 3 8	146 17 7	17 13 1	111 16 6	34 6 7	18 14 10	26 18 6	(a)	18 11 5	51 3 7	143 3 6	111 3 3	9 5 4	2 13 7	8 3 1	5 12 1	6 4 7	- 9 5	18 9 1	52 4 4	31 15 -	13 19 2	12 15 5	3 8 9	4 10 2	243 1 11	94 8 7	51 2 8	3 14 1	5 7 5
	29 3 8	146 17 7	17 13 1	111 16 6	34 6 7	18 14 10	26 18 6	(a)	18 11 5	51 3 7	143 3 6	111 3 3	9 5 4	2 13 7	8 3 1	5 12 1	6 4 7	- 9 5	18 9 1	52 4 4	31 15 -	13 19 2	12 15 5	3 8 9	4 10 2	243 1 11	94 8 7	51 2 8	3 14 1	5 7 5
	29 3 8	146 17 7	17 13 1	111 16 6	34 6 7	18 14 10	26 18 6	(a)	18 11 5	51 3 7	143 3 6	111 3 3	9 5 4	2 13 7	8 3 1	5 12 1	6 4 7	- 9 5	18 9 1	52 4 4	31 15 -	13 19 2	12 15 5	3 8 9	4 10 2	243 1 11	94 8 7	51 2 8	3 14 1	5 7 5
	29 3 8	146 17 7	17 13 1	111 16 6	34 6 7	18 14 10	26 18 6	(a)	18 11 5	51 3 7	143 3 6	111 3 3	9 5 4	2 13 7	8 3 1	5 12 1	6 4 7	- 9 5	18 9 1	52 4 4	31 15 -	13 19 2	12 15 5	3 8 9	4 10 2	243 1 11	94 8 7	51 2 8	3 14 1	5 7 5
	29 3 8	146 17 7	17 13 1	111 16 6	34 6 7	18 14 10	26 18 6	(a)	18 11 5	51 3 7	143 3 6	111 3 3	9 5 4	2 13 7	8 3 1	5 12 1	6 4 7	- 9 5	18 9 1	52 4 4	31 15 -	13 19 2	12 15 5	3 8 9	4 10 2	243 1 11	94 8 7	51 2 8	3 14 1	5 7 5
	29 3 8	146 17 7	17 13 1	111 16 6	34 6 7	18 14 10	26 18 6	(a)	18 11 5	51 3 7	143 3 6	111 3 3	9 5 4	2 13 7	8 3 1	5 12 1	6 4 7	- 9 5	18 9 1	52 4 4	31 15 -	13 19 2	12 15 5	3 8 9	4 10 2	243 1 11	94 8 7	51 2 8	3 14 1	5 7 5
	29 3 8	146 17 7	17 13 1	111 16 6	34 6 7	18 14 10	26 18 6	(a)	18 11 5	51 3 7	143 3 6	111 3 3	9 5 4	2 13 7	8 3 1	5 12 1	6 4 7	- 9 5	18 9 1	52 4 4	31 15 -	13 19 2	12 15 5	3 8 9	4 10 2	243 1 11	94 8 7	51 2 8	3 14 1	5 7 5
	29 3 8	146 17 7	17 13 1	111 16 6	34 6 7	18 14 10	26 18 6	(a)	18 11 5	51 3 7	143 3 6	111 3 3	9 5 4	2 13 7	8 3 1	5 12 1	6 4 7	- 9 5	18 9 1	52 4 4	31 15 -	13 19 2	12 15 5	3 8 9	4 10 2	243 1 11	94 8 7	51 2 8	3 14 1	5 7 5
	29 3 8	146 17 7	17 13 1	111 16 6	34 6 7	18 14 10	26 18 6	(a)	18 11 5	51 3 7	143 3 6	111 3 3	9 5 4	2 13 7	8 3 1	5 12 1	6 4 7	- 9 5	18 9 1	52 4 4	31 15 -	13 19 2	12 15 5	3 8 9	4 10 2	243 1 11	94 8 7	51 2 8	3 14 1	5 7 5
	29 3 8	146 17 7	17 13 1	111 16 6	34 6 7	18 14 10	26 18 6	(a)	18 11 5	51 3 7	143 3 6	111 3 3	9 5 4	2 13 7	8 3 1	5 12 1	6 4 7	- 9 5	18 9 1	52 4 4	31 15 -	13 19 2	12 15 5	3 8 9	4 10 2	243 1 11	94 8 7	51 2 8	3 14 1	5 7 5
	29 3 8	146 17 7	17 13 1	111 16 6	34 6 7	18 14 10	26 18 6	(a)	18 11 5	51 3 7	143 3 6	111 3 3	9 5 4	2 13 7	8 3 1	5 12 1	6 4 7	- 9 5	18 9 1	52 4 4	31 15 -	13 19 2	12 15 5	3 8 9	4 10 2	243 1 11	94 8 7	51 2 8	3 14 1	5 7 5
	29 3 8	146 17 7	17 13 1	111 16 6	34 6 7	18 14 10	26 18 6	(a)	18 11 5	51 3 7	143 3 6	111 3 3	9 5 4	2 13 7	8 3 1	5 12 1	6 4 7	- 9 5	18 9 1	52 4 4	31 15 -	13 19 2	12 15 5	3 8 9	4 10 2	243 1 11	94 8 7	51 2 8	3 14 1	5 7 5
	29 3 8	146 17 7	17 13 1	111 16 6	34 6 7	18 14 10	26 18 6	(a)	18 11 5	51 3 7	143 3 6	111 3 3	9 5 4	2 13 7	8 3 1	5 12 1	6 4 7	- 9 5	18 9 1	52 4 4	31 15 -	13 19 2	12 15 5	3 8 9	4 10 2	243 1 11	94 8 7	51 2 8	3 14 1	5 7 5
	29 3 8	146 17 7	17 13 1	111 16 6	34 6 7	18 14 10	26 18 6	(a)	18 11 5	51 3 7	143 3 6	111 3 3	9 5 4	2 13 7	8 3 1	5 12 1	6 4 7	- 9 5	18 9 1	52 4 4	31 15 -	13 19 2	12 15 5	3 8 9	4 10 2	243 1 11	94 8 7	51 2 8	3 14 1	5 7 5
	29 3 8	146 17 7	17 13 1	111 16 6	34 6 7	18 14 10	26 18 6	(a)	18 11 5	51 3 7	143 3 6	111 3 3	9 5 4	2 13 7	8 3 1	5 12 1	6 4 7	- 9 5	18 9 1	52 4 4	31 15 -	13 19 2	12 15 5	3 8 9	4 10 2	243 1 11	94 8 7	51 2 8	3 14 1	5 7 5
	29 3 8	146 17 7	17 13 1	111 16 6	34 6 7	18 14 10	26 18 6	(a)	18 11 5	51 3 7	143 3 6	111 3 3	9 5 4	2 13 7	8 3 1	5 12 1	6 4 7	- 9 5	18 9 1	52 4 4	31 15 -	13 19 2	12 15 5	3 8 9	4 10 2	243 1 11	94 8 7	51 2 8	3 14 1	5 7 5
	29 3 8	146 17 7	17 13 1	111 16 6	34 6 7	18 14 10	26 18 6	(a)	18 11 5	51 3 7	143 3 6	111 3 3	9 5 4	2 13 7	8 3 1	5 12 1	6 4 7	- 9 5	18 9 1	52 4 4	31 15 -	13 19 2	12 15 5	3 8 9	4 10 2	243 1 11	94 8 7	51 2 8	3 14 1	5 7 5
	29 3 8	146 17 7	17 13 1	111 16 6	34 6 7	18 14 10	26 18 6	(a)	18 11 5	51 3 7	143 3 6	111 3 3	9 5 4	2 13 7	8 3 1	5 12 1	6 4 7	- 9 5	18 9 1	52 4 4	31 15 -	13 19 2	12 15 5	3 8 9	4 10 2	243 1 11	94 8 7	51 2 8	3 14 1	5 7 5
	29 3 8	146 17 7	17 13 1	111 16 6	34 6 7	18 14 10	26 18 6	(a)	18 11 5	51 3 7	143 3 6	111 3 3	9 5 4	2 13 7	8 3 1	5 12 1	6 4 7	- 9 5	18 9 1	52 4 4	31 15 -	13 19 2	12 15 5	3 8 9	4 10 2	243 1 11	94 8 7	51 2 8	3 14 1	5 7 5
	29 3 8	146 17 7	17 13 1	111 16 6	34 6 7	18 14 10	26 18 6	(a)	18 11 5	51 3 7	143 3 6	111 3 3	9 5 4	2 13 7	8 3 1	5 12 1	6 4 7	- 9 5	18 9 1	52 4 4	31 15 -	13 19 2	12 15 5	3 8 9	4 10 2	243 1 11	94 8 7	51 2 8	3 14 1	5 7 5
	29 3 8	146 17 7	17 13 1	111 16 6	34 6 7	18 14 10	26 18 6	(a)	18 11 5	51 3 7	143 3 6	111 3 3	9 5 4	2 13 7	8 3 1	5 12 1	6 4 7	- 9 5	18 9 1	52 4 4	31 15 -	13 19 2	12 15 5	3 8 9	4 10 2	243 1 11	94 8 7	51 2 8	3 14 1	5 7 5
	29 3 8	146 17 7	17 13 1	111 16 6	34 6 7	18 14 10	26 18 6	(a)	18 11 5	51 3 7	143 3 6	111 3 3	9 5 4	2 13 7	8 3 1	5 12 1	6 4 7	- 9 5	18 9 1	52 4 4	31 15 -	13 19 2	12 15 5	3 8 9	4 10 2	243 1 11	94 8 7	51 2 8	3 14 1	5 7 5
	29 3 8	146 17 7	17 13 1	111 16 6	34 6 7	18 14 10	26 18 6	(a)	18 11 5	51 3 7	143 3 6	111 3 3	9 5 4	2 13 7	8 3 1	5 12 1	6 4 7	- 9 5	18 9 1	52 4 4	31 15 -	13 19 2	12 15 5	3 8 9	4 10 2	243 1 11	94 8 7	51 2 8	3 14 1	5 7 5
	29 3 8	146 17 7	17 13 1	111 16 6	34 6 7	18 14 10	26 18 6	(a)	18 11 5	51 3 7	143 3 6	111 3 3	9 5 4	2 13 7	8 3 1	5 12 1	6 4 7	- 9 5	18 9 1	52 4 4	31 15 -	13 19 2	12 15							

(A.) STATEMENT of Captures made under the Prize Act, "Russia"—continued.

DESCRIPTION OF PRIZE.	BY WHAT SHIP CAPTURED.	Date of Adjudication.	Balance remaining for Distribution or Payment on 1 April 1857.	Proceeds Paid into Naval Prize Account in the Year 1857-58.	TOTAL.	Distributed or Paid away in the Year 1857-58.	Balance on the 1st April 1858.	Date of Certificate of Distribution.
			£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
	Brought forward	- - -	14,981 8 6	- - -	14,981 8 6	11,034 4 5	3,947 4 1	
Myran	Archer and Desperate	11 August 1855	13 6 2	- - -	13 6 2	10 19 9	2 6 5	15 January 1857.
Victoria	Harrier	5 October	70 16 10	- - -	70 16 10	- - -	70 16 10	14 July 1856.
Pallas	Driver and Firefly	6 Nov.	31 5 1	- - -	31 5 1	12 9 9	18 15 4	19 May -
Klisova	Retribution, three other of Her Majesty's ships, and two French ships.	3 August	153 15 3	- - -	153 15 3	69 5 2	84 10 1	17 Nov. -
Alku	Swallow and Wrangler	12 January 1856	1,407 - 2	- - -	1,407 - 2	771 17 2	635 3 -	5 March 1857.
Eroes	- - - ditto	12 -	888 15 10	- - -	888 15 10	490 18 7	397 17 3	5 -
Clio	- - - ditto	12 -	1,884 9 11	- - -	1,884 9 11	1,046 13 5	837 10 6	5 -
San Spiridione	Curlew	12 -	192 7 -	- - -	192 7 -	101 13 9	90 13 3	23 -
Ellena	- ditto	Not yet adjudicated.	142 17 9	- - -	142 17 9	- - -	142 17 9	Not yet adjudicated.
Preciosa	Firefly	28 Nov. 1855	135 14 3	- - -	135 14 3	79 13 8	56 - 7	28 August 1856.
Aspis	Niger and French ship Le Milan	12 January 1856	265 6 11	- - -	265 6 11	234 18 1	30 8 10	3 Nov. 1857.
Sampo	Tartar, Harrier and French ship D'Assas.	28 Nov. 1855	222 12 7	- - -	222 12 7	38 2 8	184 9 11	2 Dec. 1856.
Ottawa	Nile and three gun boats	12 January 1856	88 14 -	- - -	88 14 -	33 3 4	55 10 8	15 Sept. -
Victoria	- - - ditto	12 -	72 3 8	- - -	72 3 8	27 3 4	45 - 4	15 -
Alexander	Magicienne and Merlin	12 -	22 7 3	- - -	22 7 3	13 7 2	9 - 1	22 October -
Ahri	- - - ditto	12 -	22 5 1	- - -	22 5 1	13 6 3	8 18 10	22 -
Helena	- - - ditto	12 -	44 13 -	- - -	44 13 -	26 13 5	17 19 7	22 -
Name unknown; or, Nicholas Rusanova.	- - - ditto	12 -	66 10 9	- - -	66 10 9	39 14 11	26 15 10	22 -
Heraclea	Niger	6 Feb. 1856	130 3 2	- - -	130 3 2	103 17 6	26 5 8	29 January 1857.
Peraghia Deroumba	Dauntless	- - -	2,573 13 -	- - -	2,573 13 -	- - -	2,573 13 -	(b)
Five vessels	Driver	30 January 1856	101 16 8	- - -	101 16 8	59 11 2	42 5 6	3 Nov. 1856.
Name unknown	Gorgon	12 -	33 8 9	- - -	33 8 9	27 6 11	6 1 10	16 Feb. 1857.
Emma Helena	Basilisk	6 Feb.	19 4 -	- - -	19 4 -	15 10 8	3 13 4	2 April -

A 44 8.	A 4	Ayos Johannes O'Prodomos	Highflyer and three other of Her Majesty's ships.	7 March 1855	512 6 2	-	-	-	512 0 2	232 16 9	279 9 5	17 Nov. 1856.
		Sitka	President, two other of Her Majesty's ships, and three French ships.	Adjudicated in French court.	3,048 13 -	-	-	-	3,048 13 -	1,473 3 11	1,575 9 1	11 Dec.
		Chrysis	Niger	30 January 1856	65 - 8	-	-	-	65 - 8	51 18 -	13 2 8	29 January 1857.
		Three Vessels	Gorgon	12 January and 28 Feb. 1856.	58 12 6	-	-	-	58 12 6	48 - 1	10 12 5	16 Feb.
		Greta	Barracouta	14 Nov. 1855	2,245 3 4	-	-	-	2,245 3 4	2,063 1 9	182 1 7	29 Sept.
		Swedish Iron, taken at Applo	Falcon	17 April 1856	23 14 3	-	-	-	23 14 3	14 7 4	9 6 11	16 Feb.
		St. Elena	Albion	12 January -	59 - 4	-	-	-	59 - 4	31 15 1	27 5 3	21 Aug.
		Penaja Drapaniotisa	Niger	6 Feb.	39 15 3	-	-	-	39 15 3	30 17 8	8 17 7	29 Jan.
		Sloviano	Curlew	12 January -	164 - 11	-	-	-	164 - 11	86 14 6	77 6 5	23 March
		Wilhelmina	Cruizer	8 Dec. 1855	12 12 -	-	-	-	12 12 -	12 12 -	(a)	
		Steam Engine and Copper Tank	Pique, and two other of Her Majesty's ships.	27 January -	187 2 6	-	-	-	187 2 6	91 3 6	95 19 -	16 Feb. 1858.
		Coals taken from Russian Fortresses.	Sampson	Not known	-	-	1,083 7 -	-	1,083 7 -	828 10 3	254 16 9	30 June 1857.
		Anina	Spitfire	18 Nov. 1857	-	-	280 - -	-	280 - -	168 14 6	111 5 6	2 March 1858.
		Geiser	Archer, Basilisk and Conflict	6 Feb. 1856	-	-	14 1 1	1	14 1 1	10 8 8	3 12 5	(c)
		Vessels detained for Breach of Blockade.	Firebrand and several others	-	-	-	3,331 3 8	8	3,331 3 8	-	3,331 3 8	(d)
		Russian Stores	Harrier, Firefly, and French ship L'Aigle.	23 Nov. 1856	249 5 3	-	-	-	249 5 3	63 13 10	185 11 5	28 Aug. 1856.
		Ditto	Firefly and Dragon	30 -	51 6 6	-	-	-	51 6 6	28 14 7	22 11 11	19 May
		Ditto	Driver	6 -	48 18 3	-	-	-	48 18 3	23 6 1	25 12 2	14 Aug.
					30,380 6 6	4,708 11 9			35,038 18 3	19,510 9 7	15,528 8 8	
					30,380 6 6				- - -	15,528 8 8		
					£.	35,038 18 3			35,038 18 3	35,038 18 3		

(a) This sum has been transferred to the Prize Reserve Fund, being too small for distribution to the captors.
(b) An Appeal against the decree of the High Court of Admiralty having been decided, the preliminary advertisement has been inserted.
(c) Too small for distribution.
(d) Condemnation of several of these Prizes has been reversed on Appeal.

R. M. Bromley.

NAVAL PRIZE MONEY, &c.

ACCOUNT showing the Receipt and EXPENDITURE of NAVAL PRIZE, BOUNTY, SALVAGE, and other MONIES, between the 1st April 1867 and 31st March 1868.

(Prepared pursuant to Act 17 Vict., c. 19, s. 13.)

*Ordered, by The House of Commons, to be Printed,
20 July 1868.*

448.

Under 1 oz.

N A V Y.

RETURN to an Order of the Honourable The House of Commons,
dated 23 March 1858;—for,

RETURN “ of the EXPENSE of REFITTING, for Re-commissioning, in 1858, the following SHIPS, paid off in 1857, in which is to be included the Value of the Stores returned as no longer Serviceable when paid off, and also of those supplied in lieu thereof: ‘ Duke of Wellington,’ ‘ Exmouth,’ ‘ Nile,’ ‘ Cressy,’ ‘ Euryalus,’ and ‘ Arrogant.’ ”

Admiralty, }
22 June 1858. }

C. H. PENNELL,
Chief Clerk.

ABSTRACT of RETURNS from the Dock Yards, giving the Expense of REFITTING the following SHIPS for Re-commissioning, Credit having been given for the Stores returned as Unserviceable when last paid off.

N A M E.	EXPENSE OF REFITTING ON RE-COMMISSION IN 1858.
	£.
Duke of Wellington - - -	17,650
Arrogant - - - -	19,913
Cressy - - - - -	7,313
Nile - - - - -	13,772
Euryalus - - - - -	10,828
Exmouth - - - - -	11,912

N A V Y.

ABSTRACT of RETURNS from the DOCK YARDS, giving the EXPENSE of REPAIRING for RE-commissioning, in 1868, the following SHIPS, paid off in 1867, Credit having been given for the Stores returned as Unserviceable when paid off: "Duke of Wellington," "Arrogant," "Cressy," "Nile," "Euryalus," and "Exmouth."

(*Sir Charles Napier.*)

*Ordered, by The House of Commons, to be Printed,
24 June 1868.*

ROYAL NAVY.

COPY of an ORDER in COUNCIL approving certain REGULATIONS, under 17 Vict. c. 19, submitting a NEW SYSTEM of recording SERVICES, and accounting for PAY, CLOTHING, and VICTUALLING, in the ROYAL NAVY.

Council Office, }
12 April 1858. }

C. C. GREVILLE.

At the Court at Windsor the 6th day of April 1858.

Present :—The QUEEN'S Most Excellent MAJESTY in Council.

WHEREAS there was this day read at the Board a humble memorial of the Right Honourable the Lords Commissioners of the Admiralty, dated the 1st of this instant April, in the words following, viz :—

“ Whereas by an Act of Parliament made and passed in the 17th year of your Majesty's reign, intituled ‘ An Act for facilitating the Payment of Her Majesty's Navy, and the Payment and Distribution of Prize, Bounty, Salvage, and other Monies to and amongst the Officers and Crews of Her Majesty's Ships and Vessels of War, and for the better regulation of the Accounts relating thereto ;’ it is directed, among other things, that the Lords of the Admiralty may from time to time make such rules, orders, and regulations as may to them appear expedient for facilitating the paying of the navy, and for keeping the accounts and expenses in relation thereto ; but that the same shall not have any force or effect until they have been previously approved by your Majesty in Council.

“ And whereas representations had been made to us respecting the labour required in keeping certain books and accounts, appearing to be unnecessarily voluminous and complicated, on board your Majesty's ships, we beg most humbly to represent to your Majesty that having investigated the subject, with a view to a revision and simplification of the existing mode of recording services, and accounting for pay, clothing, and victualling in your Majesty's navy, we have prepared the accompanying printed circular and regulations for the purpose of establishing a new system of ships' books and accounts, which we propose shall be brought into operation in your Majesty's fleet on and after the 1st day of April 1858, should your Majesty be graciously pleased to approve the same.

“ We therefore beg most humbly to submit the regulations in question to your Majesty's gracious consideration and sanction, praying that in the event of your Majesty being pleased to approve thereof, you will authorise us by your Order in Council to carry them into effect.”

Her Majesty having taken the said memorial, together with the regulations accompanying the same, into consideration, was pleased, by and with the advice of Her Privy Council, to approve thereof, and to order, and it is hereby ordered, that the said regulations (copy whereof is hereunto annexed) shall come into effect on the 1st day of April 1858 ; and the Right Honourable the Lords Commissioners of the Admiralty are to give the necessary directions herein accordingly.

(signed) C. C. Greville.

REGULATIONS for the Preparation of SHIPS' BOOKS and ACCOUNTS on the NEW SYSTEM:

CHAPTER I.—*Record and Establishment Book, and Monthly Returns.*

1. WHENEVER one of Her Majesty's ships is put in commission on and after 1st April 1858, the captain is to apply to the superintendent of the dockyard for two record books (Form No. 1 of Appendix); both of which are to be kept complete from day to day, by entering therein the several particulars required by the form, as the manning of the ship progresses, and their correctness is to be secured by careful examination, as the entries are made.

2. The charges or abatements from pay on account of monthly allowance, clothing, &c., issued, and dead and run effects purchased, are not to be entered in the record book as they occur, but are to be carried in one sum from the charge book hereafter described (Ch. IV.) when the ship is about to be paid. Other charges are to be entered in the record book as they occur, as well as in the charge book. The usual details of charges from other ships are to be shown in the column headed "Notations," and the total in one sum carried to the column for "Other Charges."

3. One book in a complete state, when it shall have been finally examined, is to be transmitted to the Accountant-general of the Navy, the last thing before the ship leaves port, in lieu of the sailing muster book required by the existing instructions. The other book is to be kept on board, as the ship's record book, in lieu of the present complete book.

4. After the record book shall have been sent into office, a monthly return (Form No. 2 of Appendix) of the several alterations that have since occurred is to be prepared, carefully examined, and transmitted by the most expeditious means to the Accountant-general of the Navy, with a letter of advice. Quarterly muster books are abolished in ships on the new system.

5. The object of these monthly returns is to enable the Accountant-general to keep the record book, at the Admiralty, as complete as the one kept on board the ship, so that their preparation, with the utmost care, and transmission with unvarying punctuality, are of the greatest importance. They should be written up day by day, simultaneously with the entries made in the record book, so as to be ready for transmission the day after the close of the month; and if not despatched within three days, an explanation of the cause of such delay is to be given in the letters accompanying them, to be submitted to their Lordships, if necessary.

6. Whenever a man shall be discharged out of the ship, his account in the record book is to be closed, showing the particulars of his credits, of the deductions to be made therefrom, and of the balance due to him; the same is to be done in cases of men sent to prison, who, on their return, will have a fresh number; and all such discharges are to be entered in the monthly returns.

7. As all information relating to victualling is to be excluded from the record book, no entry is to be made therein when men are checked away, lent, or sent to hospital, unless they remain long enough at a home hospital to be discharged, when the necessary entries in the record book are to be made, and the men re-entered at new numbers in case of their return.

8. Whenever a man's rating shall be altered, his pay for the old rating is to be cast and entered in the record book, and this is to be done as often as the rating shall be changed; so that whenever the man is discharged there will be only the pay of his last rating to calculate. In the event of a man's rating being altered so frequently as to occupy all the lines intervening between him and the next man, he may be discharged to a new number, but care is to be taken when he is finally settled with that all the credits due to him, and all the charges to which he is liable, are taken into account.

9. Whenever a man's name shall appear in more than one place on the record book, references are to be made at each entry to the other numbers he may bear or

or have borne, so that there may be no difficulty in tracing the man throughout the whole period of his service.

10. The form of record book has been prepared with various tables and lists, in order to afford all kinds of information relating to the ship, as to her complement, the annual expense thereof, the correspondence between the numbers and ranks borne and those allowed by the establishment, the amounts actually paid as wages, and those forfeited by desertion; all these particulars are, therefore, to be carefully and accurately inserted, observing that the amounts paid by the paymaster as wages, whether quarterly to officers, or at general payments, or to discharged men, are to be entered in Table V. of the record book on board as they occur, without regard to payments made at the Admiralty or elsewhere, which will be inserted in the record book kept in the Accountant-general's Department.

11. The record book is not to be renewed when the crew are paid wages to a time; but the particulars of the payment are to be entered in the record book against each man's name, inserting in the column headed "Date of Discharge," the date up to which the crew have been paid; and in the column headed "Date of Entry," the day following is to be entered for each man's new account.

12. When the ship is paid off, the ship's record book is to be sent into office, as the complete book formerly was.

CHAPTER II.—*Quarterly Victualling List.*

1. A quarterly victualling list (Form No. 3 of the Appendix) is to be prepared and transmitted at the end of every quarter, in order to afford the information now given by the quarterly muster book, relating to the presence and absence of men, by which their victualling is regulated.

2. This list is to contain the names of every person victualled on board by proper authority, whether entitled to wages or not, and whether belonging to the navy or not: they are to be classed in the same manner as prescribed for the record book, with the addition of such heads as may be necessary for those persons who are not borne for wages, and who are on different scales of victualling, excepting always military persons and prisoners of war.

3. Full particulars of all checks and discharges are to be carefully inserted in this book, and also the gross amount of abatements to which each man is liable, up to the last day of the quarter, taken from the charge book.

4. The victualling list is also provided with tables at the beginning, for the purpose of showing the numbers allowed and borne (Table I.), and for abstracts of each muster (Table II.) An abstract of the victualling is to be made at the end, and an alphabetical index added. The certificate as to troops, &c. borne, is also to be filled up, or a notation made that none have been borne.

5. When completed and carefully examined, the victualling list is to be transmitted to the Accountant-general of the Navy, by the first opportunity after the expiration of the quarter.

6. The muster open list, as at present kept on board Her Majesty's ships, is to be continued as the ship's muster book, from which the victualling list is to be made up.

7. The paymaster's certificate, required by Circular No. 312, of the conduct and efficiency of the assistant paymaster, clerks, and assistant clerks, is to be inserted in the quarterly victualling lists, ending 30th June and 31st December in each year.

CHAPTER III.—*Pay Book and Charge List, &c.*

1. When the crew of a ship shall be ordered to be paid to a time, the captain is to cause a pay book and charge list, in the Form No. 4 of the Appendix, to be prepared, and transmit the same to the Accountant-general of the Navy, for the purpose of having the charges for allotment inserted.

4 REGULATIONS IN RESPECT OF A NEW SYSTEM

2. This book is a substitute for the pay book and the pay charge list, required by the existing instructions, and is to be made out from the record book, which should first be completed by closing each man's account up to the date to which the crew are to be paid.

3. A pay book and charge list is also to be prepared, in like manner, when a ship shall be ordered to be paid off; all charges and deductions are to be entered in the record book as soon as possible after the order to pay off shall be received; and a final monthly return, showing all the alterations in the men's ratings, charges, &c., since the last monthly return was sent in, is to be prepared with the greatest care and transmitted to the Accountant-general of the Navy.

4. In order to avoid complication, the captain is to prevent the issuing of clothing, &c., except in cases affecting the men's health, and the incurring of charges of any kind, so far as the same can be prevented, after the order to pay off is received; the wages can thus be cast, and the amount due to each man ascertained, as soon as the day is fixed for paying off. The Accountant-general of the Navy and the captain of the ship will have timely notice of the day appointed.

5. In paying the wages of a ship's company, a pay open list is to be used as at present, and the paymaster will take care that the amount actually paid is shown in an abstract at the end, which is to be signed by the officer superintending the payment, by the captain of the ship, and by the paymaster.

6. Whenever a ship's company is about to be paid, and whenever a man is to receive his wages on being discharged (instead of quarterly, as at present,) a charge note is to be prepared in the amended form, No. 78, and delivered to each man some time before the payment takes place. This note is to show the various heads of charge to which he is liable, and the amount of each, to satisfy him that the charges are correct; it is also to show the gross amount of his wages, and the net sum he is to receive after the deductions are made.

7. Whenever men may object to the sum shown to be due to them, the paymaster, in the presence of the captain, is to refer to the ship's books and endeavour to remove the objection, and if it cannot be done by this means, the case is to be referred to the Accountant-general of the Navy, but no man is to be allowed to go away from the pay table without full explanation being afforded him.

8. The captain will appoint one or more officers to inspect the men's money before they leave the pay cabin, and it will be their duty to see that the men have in their possession the net amounts stated to be due to them upon the charge notes with which they will be furnished previous to the payment taking place.

9. As it will sometimes happen that a charge for straggling, or a deduction of some other incidental and unavoidable nature, will arise during the time that the ship is preparing for paying off, the paymaster is to keep an account of such deductions as they occur, and be careful to make the necessary abatements from the men's wages. After the payment of the ship this account is, without fail, to be transmitted to the Accountant-general of the Navy.

10. The greatest care is to be taken in filling up the remittance list of wages remitted from the pay off of a ship; the man's name, his number, and rating are to be accurately stated, and the full names and address of the person to whom the money is to be paid must be correctly inserted in the proper column. The remittance list is to be forwarded to the Accountant-general of the Navy, on the day of payment, and the pay book and charge list as soon as possible after the payment is completed; but if from the absence of men, when the ship is paid to a time, many remain unpaid, the pay book and charge list may be retained for their return, if expected soon, a letter being sent to the Accountant-general explaining the circumstance.

11. Whenever a paymaster is superseded, a list of charges for monthly allowance, clothing, &c., in the Form No. 5 of the Appendix, is to be prepared and transmitted to the Accountant-general of the Navy without delay; this list is to include the name of every person on board the ship liable to deductions, whether borne for wages or not.

In

In case of the ship being paid off, a similar list is to be prepared as an auxiliary to the pay book and charge list, but containing the names of supernumeraries for victuals only, and the amount of charges they have incurred.

CHAPTER IV.—*Charge Book.*

1. In lieu of the present voluminous charge book, containing the quantities of clothing, &c., issued, a charge book, in the Form No. 6 of the Appendix, is to be kept, showing the money value of such issues only; and in this charge book every payment on account, and all charges against wages, are to be entered in the proper columns for the purpose, with references to the vouchers from which the charges are taken, so as to form a complete record of all abatements to be made from wages (except the charges for allotment) whenever a final payment is to be made. From this source the charges for monthly allowance, clothing, &c., are to be inserted in the record book, and in the pay book and charge list, whenever the ship is to be paid to a time or paid off.

2. The divisional and casual issue lists which, under the existing regulations, are required to be retained by the paymaster for reference, and not sent into office, are, in future, to be the permanent official records of the articles issued to the men, in lieu of the former charge book.

These lists are, therefore, to be prepared with great care and accuracy in the established form, as amended (whether printed or written),—numbered with consecutive numbers,—the value of the issues inserted,—the lists duly signed by the divisional officers in whose presence the articles were supplied, and approved by the captain as required by the instructions; the amount in money of the several charges against each man is to be transferred to the charge book, with a reference to the number of the list from which the amounts are posted, and the lists, being then carefully endorsed, are to be thus preserved in order, for reference on board, until the ship is paid to a time, or paid off, when they are to be sent into office with the paymaster's general clothing account.

CHAPTER V.—*General Clothing Account, Divisional and Casual Issue Lists, and Certified Statement of Issues.*

1. On each general issue of clothing the several divisional lists are to be totalled, and the totals of each list transferred to a general abstract, as indicated in the amended form (No. 20), and the totals of such abstract are to be entered in one line in the clothing account book, on a sheet to be appropriated for the issues to the crew charged against wages.

The totals of each casual issue list are in like manner to be entered on one line in the clothing account book, in accordance with the paymaster's instructions, Chap. II., Art. 73. The quarterly total of such general and casual issues, ascertained by totalling this sheet of the clothing account book, is to be entered on one line in the quarterly clothing account, and verified by the certified statement of the issues mentioned in the next article as a voucher. (*Vide* also Chapter IV., Art. 2, above.)

2. In lieu of the clothing and monthly allowance list, now required by the instructions, only a statement of the total quantities of each article of clothing, &c., issued in the quarter, with the prices and the amounts charged against the men, is to be prepared in the Form No. 7 of the Appendix, and duly certified; which statement is to be sent into office along with the quarterly clothing account, and the other vouchers relating thereto. The other purposes for which the clothing and monthly allowance list is used, being now provided for by the new form of pay book and charge list, and the list of charges for clothing, &c., under Articles 1 and 11, pages 3 and 4 of this circular, the clothing and monthly allowance list is abolished; but a similar statement of the issues (on Form No. 7), is to be rendered with the general clothing account for the whole period thereof.

3. The general clothing account required by the instructions is still to be rendered for the whole period of a paymaster's charge; except in ships on the home station, which are paid down at the end of every six months. In these vessels, the general clothing account is to be rendered for the period for which the

ship is paid; and when this occurs at the end of a regular quarter, the second quarterly account, commencing with the total debits and credits for the preceding quarter, instead of with the remains, will serve the purpose of such periodical general account, and is to be prepared accordingly. A numbers and contents book is to be transmitted with every general account.

4. In addition to the above quarterly statement of issues charged to the crew, a statement of the gratuitous issues made in the quarter, of the annual allowance of soap, duck, and shoes, to men employed coaling steamers, is to be prepared, and rendered with the quarterly clothing account, instead of as now required by the paymaster's instructions, Chapter 2, Articles 76 and 140; and the date of such issue to each man is to be noted as at present, in the margin of the charge book, and inserted in the transfer lists or pay documents, when men are discharged from one ship to another, in order to prevent a second gratuitous issue to any individual, before the expiry of twelve months from the date of the previous issue.

CHAPTER VI.—*Miscellaneous.*

1. In order further to simplify the clothing accounts of Her Majesty's ships, and to obviate the inconvenience that has been experienced from the uncertain times at which general issues of clothing, &c., take place, general issues of seamen's clothing and necessaries are not to be made oftener than at intervals of two months, and the intermediate casual issues are to be restricted to cases of positive necessity in the opinion of the captain.

2. In ships coming to England from foreign stations, as well as in those on the home station, about to be paid off, all issues are to be stopped for a time sufficient to enable the paymaster to complete the charge book and enter the total charges in the pay book and charge list.

3. As the new system of ships' books and accounts is to be brought into use only on board ships commissioned on and after the 1st April 1858, the commanding officers and paymasters of such ships are to demand the new printed forms applicable thereto, as shown in the Appendix, in lieu of such forms in Scales L and M of the paymaster's instructions as are now superseded, viz.:—

Clothing and monthly allowance list	-	-	No. 22	} of Scale L.
Declaration to victualling and clothing accounts	„	29		
Complete book and muster book	-	-	„ 71	} of Scale M.
Charge book	-	-	„ 74	
Pay charge list	-	-	„ 75	
* Pay book	-	-	„ 76	

4. Improved forms of charge note, transfer paper, advance list, allotment declaration list, remittance list, (Nos. 78, 83, 84, 88, and 90, of Scale M,) and of the monthly allowance pay list (No. 35 of Scale L), have been prepared for general issue to all Her Majesty's ships, with the view of securing a more careful and uniform compliance with the regulations already in force, more particularly those contained in Circulars, Nos. 163, 165, and 234.

The forms of divisional and casual issue lists, and for clothing accounts, &c., with declaration appended, (Nos. 20, 21, and 24 of Scale L,) have also been improved, and the prices at which the articles are to be issued to the crew inserted.

The muster open list (No. 72, Scale M,) has been reduced to a more convenient size, and the description book (No 73, Scale M,) has been slightly modified, and an alphabetical index added, which is to be kept for easy reference.

* *Note.*—Pay-list paper (No. 76, amended,) is still to be demanded, for occasional payments to men discharged, as at present.

[Circular, No. —Appendix, No. 1.]

No. 1, New System, 1858.

RECORD and ESTABLISHMENT BOOK of Her Majesty's Ship _____, showing a
Debtor and Creditor Account with each Person borne.

Commencing _____ 18 ; Ending _____ 18 .

Accountant General.—Pay of the Navy.

CONTENTS.

No.	DESCRIPTION.	Page.
Table I.	Particulars relating to the Ship, and Notations of Orders affecting the Complement, &c.	
" II.	Establishment as authorised	
" III.	Notations of Wills, Powers of Attorney, &c.	
" IV.	Statement of Establishment allowed and Numbers actually borne	
	RECORD of the Services, Pay, and Charges of all Persons borne for Wages on the following Lists, &c.:	
List 1	Flag Officers and their Staff	
" 2	Attendants and Domestics	
" 3	Officers of all Ranks—Military Branch	
" 4	" Civil Branch	
" 5	Petty Officers and Seamen	
" 6	Pensioners	
" 7	Coast Guard Men (Stations)	
" 8	Coast Guard Men (Cruizers—Tenders)	
" 9	Seamen Riggers	
" 10	Boys of both Classes, and Ship's Steward's Boy	
" 11	Officers of Royal Marines and Marine Artillery	
" 12	Non-commissioned Officers, and Privates of Royal Marines, and of the Marine Artillery	
" 13	Tenders' Crews—(a separate List for each vessel, when more than one, distinguished as 13A, 13B, &c.	
" 14	Supernumeraries borne for Wages by proper Authority	
Table V.	Account of the Amount of Payments made to the Crew	
" VI.	Account of Men who have died	
" VII.	Account of Men who have deserted	
" VIII.	Alphabetical List	

TABLE I.

Commissioned per Admiralty Order, dated

Rate and description of Ship

Complement

Where fitted out

Stations employed upon

Put out of Commission { When
Where

NOTATION of ORDERS affecting the Complement.

ESTABLISHMENT AS AUTHORISED.

RANKS AND RATINGS.	No.	Daily Pay.	Annual Expense.
		<i>s.</i> <i>d.</i>	<i>£.</i> <i>s.</i> <i>d.</i>
Captain - - - - - - - -			
Commander - - - - - - - -			
Lieutenant - - - - - - - -			
[Here follows the remainder of the Ship's Complement.]			

WILLS, POWERS OF ATTORNEY, and other Miscellaneous Information relative to Persons borne on the Books of H.M.S.

Wills.			Powers of Attorney.			Miscellaneous.	
No. on Ship's Books.	Date of Will.	In whose Favour.	No. on Ship's Books.	Date of Power.	In whose Favour.	No. on Ship's Books.	Description.

STATEMENT of the Numbers in each Rank and Rating allowed by the Establishment of Her Majesty's Ship _____, and the Numbers actually borne at the end of each Quarter.

[illegible]

TABLE V.

AN ACCOUNT of all Payments made to the Crew of Her Majesty's Ship

Date.	On what Document.	Full Wages.	Abate-ments.	Payment.		Date.	On what Document.	Full Wages.	Abate-ments.	Payment.	
				In Money.	Remitted.					In Money.	Remitted.

TABLE VI.

LIST of MEN who have Died while borne for Wages on the Record Book of H.M.S. , showing the State of their Accounts at the time of their Decease, and the time and manner of Payment to their Legal Representatives of their Wages and Effects, &c.

Number on the Record Book.	Name.	Date of Death.	ACCOUNT.					Balance.	Remarks to be inserted at the Admiralty.
			CREDITS.				TOTAL of Charges of every description.		
			Wages and other Credits.	Produce of Sale of Effects.	Cash found, &c.	TOTAL.			

TABLE VII.

LIST of MEN who have Deserted while borne for Wages on the Record Book of Her Majesty's Ship , showing the State of their Accounts at the time of such Desertion.

No. on the Record Book.	Name.	Date of Desertion.	A C C O U N T.				B A L A N C E.		Remarks and Notations relative to Removal of R., &c.
			C R E D I T S.			Total Charges of every Description.	Creditor.	Debtor.	
			Wages and other Credits.	Sale of Effects.	Total.				

TABLE VIII.

ALPHABETICAL LIST of all the NAMES contained in this Book.

Number of		NAMES.	Number of		NAMES.	Number of		NAMES.
List.	Man.		List.	Man.		List.	Man.	

[Circular No. .—Appendix, No. 2.]

No. 2, New System, 1858.

MONTHLY RETURN of Men Entered and Discharged, also of Casual Charges and of Alterations in Ratings and Allotments, for the Month of 18 .

H. M. Ship_____

- No. 1. Men Entered.
2. Ratings Altered.
3. Allotments Altered.
- No. 4. Casual Charges on S. B.
5. Men Discharged.
6. Remarks, &c.

Completed the of 18 .

Return for preceding month transmitted 18 .

Accountant-General:—Pay of the Navy.

(No. 1.)

A RETURN of Persons entered on the Record Book of Her Majesty's Ship _____ during the Month of 18 .

List and No. on the Ship's Books ; and if Continuous Service Men, the Number and Date to be inserted in Red Ink.	NAMES. — Insert Pariah, Town, and County where born.	Ranks, Ratings, Badges, &c. — Seamen Gunners. — Divers.	Month and Year of Birth.	Entry. — Whence, Name of last Ship, or Division and Company of Marines, or otherwise, and if with O. E.	Date of Entry.	Merchant Wages due, If any.	Charges from other Ships, if any.	Whether Man Allots.

(No. 2.)

A RETURN of Persons borne on the Record Book of Her Majesty's Ship whose
Ratings have been altered, for the Month of 18 .

List and Number.	NAMES.	Former Rating.	Present Rating.	From what Date.	REMARKS.

(No. 3.)

A RETURN of Allotments of Men belonging to Her Majesty's Ship requiring
Alteration, or to be Stopped during the Month of 18 .

List, Number, &c.	NAMES.	Allotment in Force.			Alteration Necessary.			If Stopped, for what Reason.
		Date.	For what Rating.	When to Cease.	When to Commence.	For what Rating.	Name, Description, and Address of the Person to whom it is to be paid. (To be carefully filled in.)	

(No. 4.)

A RETURN of Desertion Charges, Mulcts, and other Casual Charges entered in the Record
Book of Her Majesty's Ship , in the Month of 18 .

List and Number.	NAMES.	Rating.	Date of Charge.	Desertion or Straggling Charges.	Other Charges.	
					Description.	Amount.

(No. 5.)

A RETURN of Persons Discharged from the Record Book of Her Majesty's Ship
during the Month of 18 .

List and Number.	N A M E S.	Ratings.	DISCHARGE.		Character.	Whether paid their Wages on Discharge; or, if not, how their Tickets or Pay Documents were disposed of, and cause of Death to be stated in the case of D. D. Men.*
			Date.	Whither and for what Reason.		

* N.B.—The Pay Documents and Inventories of Dead Men to accompany this Return.

(No. 6.)

REMARKS.

MEMO.—The dates and particulars of wills, &c., made by petty officers, seamen, &c., and the return of badges granted, and of the number of petty officers entitled to be paid for badges, prescribed by Circular 284, to be here given, along with any other information affecting the ship's establishment.

GENERAL CERTIFICATE.

This is to certify, that all the particulars required to be entered in the record book, muster open list, and charge book, have been duly completed* to the end of the month of , and that the foregoing Returns contain a correct extract of the information required to be made therefrom.

Dated at the day of 18 .

Paymaster.

Asst. Paymaster.

Approved, Captain.

* N.B.—A notation is to be made when information respecting men absent in tenders, &c., cannot be inserted.

[Circular No. , Appendix 3.]

No. 3, New System, 1858.

VICTUALLING LIST of Her Majesty's Ship _____,

Commencing _____ 18 .
Ending _____ 18 .

Accountant General.—Pay of the Navy.

C O N T E N T S.

No. of List.	D E S C R I P T I O N .	Page.
Table I.	Statement of Numbers allowed on the Establishment and actually borne	- -
" II.	Muster Table and General Certificate	- -
1	Flag Officers and their Staff	- -
2	Flag Officers' Attendants and Domestics	- -
3	Officers of all Ranks—Military Branch	- -
4	Officers of all Ranks—Civil Branch	- -
5	Petty Officers and Seamen	- -
6	Pensioners	- -
7	Coast Guard Men (Stations)	- -
8	Ditto (Cruizers—Tenders	- -
9	Seamen Riggers	- -
10	Boys of both Classes, and Ship's Steward's Boy	- -
11	Officers of Royal Marines and of Marine Artillery	- -
12	Non-commissioned Officers, and Privates of Marines and Marine Artillery, of all classes	- -
13	Tenders' Crews—a separate List for each vessel, when more than one, distinguished as 13 A., 13 B., &c.)	- -
14	Supernumeraries borne for Wages by proper Authority	- -
15	Supernumeraries for Victuals only at full Allowance, with Spirit	- -
16	Ditto - - - ditto - - - ditto - - - without Spirit	- -
17	Ditto - - - ditto - - - at two-thirds Allowance	- -
18	Ditto - - - ditto - - - Women	- -
19	Ditto - - - ditto - - - Children	- -
	Alphabetical List	- -
	Certificate of Number of Military Persons and Prisoners of War	- -
	Abstract of Victualling	- -

TABLE I.

STATEMENT showing the Numbers in each Rank and Rating allowed by the Establishment of Her Majesty's Ship _____ and the Numbers actually borne on the last day of the Quarter.

Ranks and Ratings.	Numbers allowed by the Ship's Establishment.	Numbers actually borne on the 18 .
Captain - - - - -		
Commander - - - - -		
Lieutenant - - - - -		
[Here follows the remainder of the ship's complement.]		

TABLE II.

I hereby certify, that the Articles of War and the Abstract of the Acts of Parliament have been read to the Ship's Company, agreeably to the general printed instructions.

Captain.

18

and the

between the

MUSTER TABLE of Her Majesty's

[illegible]

Names of Tenders, and the Period employed.

GENERAL CERTIFICATE.

We hereby certify that this Book contains all the information required by the Instructions.

Approved,

Captain.

Paymaster.

Asst. Paymaster.

CERTIFICATE of Military Persons or Prisoners of War Received and Victualled on Board
Her Majesty's Ship for the Quarter ending 18 .

MILITARY PERSONS.

[Insert whether English or Foreign Troops, and the Regiment; and when and where Embarked and Disembarked.]

Days of Month.	First Month of Quarter.					Second Month of Quarter.					Third Month of Quarter.				
	Officers.	Men.	Women.	Children.		Officers.	Men.	Women.	Children.		Officers.	Men.	Women.	Children.	
				Above 10.	Under 10.				Above 10.	Under 10.				Above 10.	Under 10.
1															
2															
3															
4															
5															
6															
7															
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22															
23															
24															
25															
26															
27															
28															
29															
30															
31															
Total.															

THIS is to certify, that the above is a correct statement of the number of Military Persons,* or Prisoners of War, borne for Victuals on board Her Majesty's Ship on every day of the Quarter ending 18 , all of whom have been Victualled at the regulated allowances.†

Approved, _____ Paymaster.

Captain.

* If both English and Foreign troops are embarked, a separate return is to be rendered for those of each nation. The nation to which prisoners of war belong is also to be stated.
† A statement of the stoppages of spirits, &c., is to be rendered on each return, specifying what equivalents may have been issued in lieu.

ABSTRACT OF VICTUALLING,

between the

18 , and

18 .

COMPLEMENT.	Total Numbers.			
	✓ or ×	S.	Borne.	Victualled.
SUPERNUMERARIES.	Total Numbers.			
	✓ or ×	S.	Borne.	

Paymaster.

[Circular, No. .—Appendix, No. 4.]

No. 4, New System, 1858.

PAY BOOK, and CHARGE LIST of the Crew of Her Majesty's Ship _____,

Commencing _____ 18__ ; Ending _____ 18__ .

* Mr. _____, Paymaster, from _____ to _____.

*Note.—When more than one paymaster has been borne, a memorandum, showing the period for which each paymaster will pass an account, is to be inserted on this page, and the amounts of issues made by each paymaster are to be shown in red ink, and the total in black ink, for the whole time of this list.

Accountant General.—Pay of the Navy.

These are to certify, that I have no objection to the ship's cook being paid ; and that the carpenter, carpenter's mates, shipwrights, and carpenter's crew had respectively a complete set of tools.

_____, Captain.

Note.—Whenever caulkers and their mates have been employed as carpenter's crew, a certificate is to be given of the exact periods they were so employed, and that they had a set of carpenter's tools.

These are to certify, that I have no objection to the ship's steward, steward's assistant, and cooper being paid their wages ; also, that the cooper and cooper's crew had respectively a complete set of tools.

_____, Paymaster.

Approved,

_____, Captain.

OF RECORDING SERVICES, &c. IN THE ROYAL NAVY. 19

These are to certify, that the leading stokers and stokers have been actually employed within the tropics while the steam was up for the number of days expressed against their respective names on the ship's books.*

_____, Captain.

* To be shown thus on the ship's books in red ink under the date of Entry and Appearance: "121 days' tropical pay as stoker; 20 ditto as leading stoker (distinguishing "continuous service" time).

In ships in which no seamen's schoolmaster is serving, the following certificate is to be filled up and signed, provided the duties of that rating have been satisfactorily performed by a petty officer or seaman belonging to the ship.

This is to certify, that _____ has satisfactorily performed the duties of seamen's schoolmaster, without neglecting any other duty which he was bound to perform, between the _____ day of _____ and the _____ day of _____ 18____, and that he is desirous of receiving the*

_____, Captain.

* *Notes.*—When a petty officer has done the duty, it is to be stated whether he wishes to receive the pay attached to the rating of seamen's schoolmaster, or 5*l.* a year in addition to that of his own rating. (See Paymaster's Instructions, Chap. IV., Arts. 1 and 4, pages 89 and 93.)

This is to certify, that the sick-berth attendant has satisfactorily performed his duties for the period comprised in this book.

_____, Surgeon.

Approved, _____, Captain.

No.	NAME. (Insert the word Allotment under the Names of all who have allotted.)	Total Amounts per Charge Book.								Total Charges per Charge Book.	Amount of Allotment. (To be inserted in Office for Men whose Accounts are open).	Total Deductions from Wages.	Total Credits.	Net Sum due.	Payment.		OFFICE COLUMN.
		Monthly Allowance.	Clothing, &c., Tobacco, Soap, and Religious Books.	Dead and Run Men's Effects purchased and charged.	Desertion and Straggling Charges.	Mulcts and Hospital Stoppages.	Advance.	Other Charges.							In Money.	Remitted.	
								Amount.	Description.								
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
Carried to } bstr act }																	

ABSTRACT.

From what Page.	Monthly Allowance.	Clothing, &c., Tobacco, Soap, and Religious Books.	Dead and Run Men's Effects purchased and charged.	Desertion and Straggling.	Advance.	Payment in Money.	Office Column.
Total page	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
Carried forward }							

[Circular No. , Appendix, No. 5.]

No. 5, New System, 1858.

LIST OF CHARGES for Monthly Allowance, Clothing, &c.

H. M. Ship_____

Commencing _____ 18 __, ending _____ 18 __

*Mr. _____ Paymaster, from _____ to _____

* *Nota*.—This form to be used when the paymaster is superseded, and for supernumeraries for victuals only when the ship is paid off.

Accountant-General.—Pay of the Navy.

List and Number on Ship's Books.	NAMES.	Total Amount in Money of			If Disposable Supernumeraries,	
		Monthly Allowance.	Clothing, &c., Tobacco, Soap, and Religious Books.	Dead and Run Men's Effects Purchased.	The Date of Discharge.	To what Ship.
		£. s. d.	£ s. d.	£. s. d.		

Her Majesty's _____

ABSTRACT of the Accounts of Effects left by Persons who have Died or Run.

[illegible]

[Circular No. , Appendix, No. 6.]

No. 6, New System, 1858.

CHARGE BOOK of Her Majesty's Ship _____

Commencing _____ 18 . Ending _____ 18 .

*Mr. _____ Paymaster. From _____ to _____

Appendix No. 1.—Accounts of D. D. & R. Effects.

Ditto No. 2.—Abstract of ditto.

*Note.—When more than one paymaster has been borne, a memorandum showing the period for which each paymaster will pass an account, is to be inserted on this page.

Accountant General.—Pay of the Navy.

Number, and Man's Name _____

Date of Charge.	Description, or Voucher No.	Officers' Full Pay (Gross), or Monthly Allowance Paid.	Clothing, &c., Tobacco, Soap, and Religious Books Issued.	Dead and Run Men's Effects Purchased.	Desertion and Straggling Charges.	Mulets and Hospital Stoppages.	Other Charges.	Date of Allotment. — Remarks, &c.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	

Her Majesty's Ship _____

Paymaster.

ACCOUNT of *all* EFFECTS left by Persons who have Died or Run ; and of the Disposal of the same ; also of Cash, &c., taken charge of by the Paymaster.

To whom Effects belonged, No. on Ship's Books, Rating and Date of Sale.	D. D. or R.	To whom Sold or Charged.	No. on Ship's Books (in consecutive order).	Particulars.	Amount.
					£. s. d.

Note.—The effects of each man are to be shown in one account, which is to have a consecutive number, and each account is to be totalled, and carried to the Abstract.

Her Majesty's Ship _____

ABSTRACT of the foregoing Accounts of Effects left by Persons who have Died or Run.

Accounts of Effects.		To whom Effects belonged.	D.D. or R.	TOTAL AMOUNT		
No.	Date.			Of Effects charged against Men borne for Wages.	Of Effects charged against Supernumeraries for Victuals only.	Of Effects paid for in Money, and of Cash collected.
				£. s. d.	£. s. d.	£. s. d.

[Circular No. —Appendix, No. 7.]

No. 7, New System, 1858.

STATEMENT showing the Total Quantity and Value of Seamen's Clothing, &c., issued on board H. M. Ship between the and the , 18 .

ARTICLES.					Quantity.	Price.	Per	Amount.	
						s. d.		£. s. d.	
Jackets	{	Flushing	{	No. 1 - - - No.		18 8	jacket		
			{	No. 2 - - - "		11 -	"		
		Blue Knitted Worsted		- - - "	4 -	"			
Blue Cloth	{	No. 1 - - - - Yds.		10 8	yard				
		No. 2 - - - - "		7 8	"				
Duck, with Materials		- - - - "		- 9	"				
Flannel, with Materials		- - - - "		1 -	"				
Blue Serge, with Materials		- - - - "		1 7	"				
White Cotton Drill, with Materials		- - - - "		- 7	"				
Blue Jean		- - - - "		- 11	"				
Flushing		- - - - "		6 9	"				
Gold Lace		- - - - "		8 -	"				
Stockings	{	Men's - - - - Pairs		1 8	pair				
		Boys' - - - - "		1 1	"				
Mitts		- - - - "		- 7	"				
Shoes		- - - - "		7 6	"				
Spare Soles and Heels		- - - - "		1 10	"				
Combs		- - - - "		- 7	"				
Half Boots		- - - - "		6 2	"				
Grey Cloth Trousers	{	Serjeants' - - - - "		9 6	"				
		Privates' - - - - "		7 6	"				
Scissors		- - - - "		- 7	"				
Gloves		- - - - "		- 9	"				
Braces		- - - - "		- 6	"				
Knives		- - - - - No.		- 7	each				
Razors		- - - - "		- 7	"				
Foraging Caps with Ornaments		- - - - "		1 6	"				
Ornaments for Foraging Caps, Globe and Laurel		- - - - "		- 2	"				
Bugle Ornaments		- - - - "		- 2	"				
Great Coats	{	Serjeants' - - - - "		17 3	"				
		Privates' - - - - "		14 -	"				

STATEMENT showing the Total Quantity and Value of Seamen's Clothing, &c.—continued.

ARTICLES.						Quantity.	Price.	Per	Amount.
							s. d.		£. s. d.
Shell Jackets	Marines	{Serjeants' - - - No.				15 3	each.		
		{Privates' - - - "				11 7	"		
	Marine Artillery	{Serjeants' - - - "				15 1	"		
		{Privates' - - - "				11 11	"		
Blankets - - - - - "						7 6	"		
Beds - - - - - "						10 6	"		
Blue Serge Frocks - - - - - "						6 -	"		
Shirts -	{	Men's - - - - - "				1 8	"		
		Boys' - - - - - "				1 4	"		
		Flannel - - - - - "				2 -	"		
Marks of Distinction for	{	Blue Chief Petty Officers' - - - - - "				4 -	"		
		Cloth 1st Class - - - - - "				2 8	"		
		Jackets 2d Class - - - - - "				1 10	"		
		Leading Seamen - - - - - "				1 -	"		
	{	Serge Chief Petty Officers' - - - - - "				1 1	"		
		Frocks 1st Class - - - - - "				- 10	"		
		2d Class - - - - - "				- 5	"		
		Leading Seamen - - - - - "				- 3	"		
	{	Drill Chief Petty Officers' - - - - - "				1 1	"		
		Frocks 1st Class - - - - - "				- 10	"		
		2d Class - - - - - "				- 5	"		
		Leading Seamen - - - - - "				- 3	"		
Comforters - - - - - "						1 3	"		
Black Silk Handkerchiefs - - - - - "						3 -	"		
Caps -	{	For Boats' Crews - - - - - "				1 2	"		
		Worsted - - - - - "				1 4	"		
Waistbands - - - - - "						- 9	"		
Holdalls - - - - - "						- 6	"		
Wrappers - - - - - "						- 9	"		
Cases - - - - - "						1 -	"		
Materials, sets for -	{	Jackets - - - - - "				2 4	"		
		Trousers - - - - - "				- 9	"		
		Flushing Trousers - - - - - "				- 7	"		
Tobacco - - - - - Lbs.						1 -	lb.		
Soap - - - - - "						- 4	"		
Religious books	{	Bibles - - - - - No.				2 6	each.		
		Prayer Books - - - - - "				1 6	"		
		Psalms - - - - - "				- 9	"		
		Testaments - - - - - "				1 -	"		
TOTAL - - - - - £.									

This is to certify that the quantities of clothing, &c., specified in the foregoing Statement, were actually issued to the crew of Her Majesty's ship within the foregoing period, and that the value thereof has been correctly charged against the wages of the men who received the same in the charge book.

Paymaster.

Assistant Paymaster.

Approved, _____ Captain.

Comptroller of Victualling.

ROYAL NAVY.

COPY of an ORDER in COUNCIL of 6 April 1858,
approving certain REGULATIONS, under the 17 Vict.
c. 16, in respect of a New System of Recording
SERVICES, and Accounting for PAY, CLOTHING,
and VICTUALLING in the ROYAL NAVY.

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, to be Printed,
13 April 1858.

175.

Under 4 os.

SEA FENCIBLES.

RETURN to an Order of the Honourable The House of Commons,
dated 10 May 1858;—for,

COPY “ of the AUTHORITY under which the SEA FENCIBLES were organised during the last WAR with *France*, and the Date of the Authority, their Number, Duties, and Remuneration.”

Admiralty, }
12 June 1858. }

C. H. PENNELL,
Chief Clerk,

COPY of the AUTHORITY under which the SEA FENCIBLES were organised during the last WAR with *France*, and the Date of the Authority, their Number, Duties, and Remuneration.

COPY of the Order in Council, 14 May 1798, which authorises the organisation of the SEA FENCIBLES, fixes their Pay, and defines their Duties, is annexed (page 2).

THE Number of CAPTAINS, LIEUTENANTS, and other Officers and Men Enrolled as SEA FENCIBLES in February 1810, at which Date the Force was Disbanded, was as follows, viz. :

DISTRICT.	Captain Superintending.	Lieutenants, &c.	Men Enrolled.
East Coast of England :			
St. Abb's Point to North Shields - - - - -	1	6	170
North Shields to Tees River - - - - -	1	4	600
River Tees to Flamborough Head - - - - -	1	4	261
Flamborough Head to River Ouse - - - - -	1	3	184
Ouse River to Humber River - - - - -	1	4	67
Mouth of Humber to Fosdyke Wash - - - - -	1	3	76
Fosdyke Wash to Cromer - - - - -	2	5	224
Cromer to Southwold - - - - -	1	4	322
Southwold to Stour River - - - - -	1	6	346
Stour River to Blackwater River - - - - -	1	5	65
Blackwater River to Lower Hope - - - - -	1	6	187
Along the Medway from Maidstone - - - - -	1	5	65
East Swale to North Foreland - - - - -	1	5	181
North Foreland to Sandown - - - - -	1	4	181
Sandown to Sandgate - - - - -	1	6	183
Sandgate to Dungeness - - - - -	1	3	80
	17	73	3,042
South Coast of England :			
Dungeness to Beachy Head - - - - -	1	4	288
Beachy Head to Emsworth - - - - -	1	5	440
Emsworth to Calshot Castle - - - - -	1	9	771
Isle of Wight - - - - -	1	8	432
Calshot Castle to St. Alban's Head - - - - -	1	4	482
St. Alban's Head to Punch Knole - - - - -	1	6	284
Punch Knole to Teignmouth - - - - -	1	7	331
Teignmouth to the Ram Head - - - - -	1	10	378
Ram Head to the Dodman - - - - -	1	6	422
Dodman to the Land's End - - - - -	1	7	723
	10	66	4,551

DISTRICT.	Captain Superintending.	Lieutenants, &c.	Men Enrolled.
West Coast of England :			
Land's End to Hartland Point - - - - -	1	5	463
Hartland Point to King's Road - - - - -	1	4	144
The Scilly Islands - - - - -	1	2	340
Mouth of the Bristol Channel to Chepstow - - - - -	1	4	678
Along the upper part of the Severn River - - - - -	1	5	674
Kidwelly to Cardigan - - - - -	3	5	467
Holyhead to Anglesea - - - - -	1	-	50
Holyhead to Liverpool - - - - -	1	5	650
Workington to Whitehaven - - - - -	1	2	-
	11	33	3,466
Scotland :			
Along the Frith of Forth - - - - -	1	10	508
Along the Coast of Angushire - - - - -	1	2	76
	2	12	584
Ireland :			
Larne to Donaghadee - - - - -	1	5	544
Balbriggan to Howth - - - - -	1	2	474
Hook Tower to Arklow - - - - -	1	4	320
Arklow to Killynee - - - - -	1	3	515
Waterford to Youghal - - - - -	1	6	611
Youghal to Cork Head - - - - -	1	7	730
Cork Head to Galley Head - - - - -	1	7	685
Galley Head to Mizen Head - - - - -	1	2	563
Mizen Head to Dursay Island - - - - -	1	1	183
Dursay Island to Valentia - - - - -	1	3	403
Valentia to Blasket Island - - - - -	1	1	1,100
Blasket Island to Kerry Head - - - - -	1	2	563
Kerry Head to Loop Head - - - - -	1	4	381
Great Man's Bay to Black Head - - - - -	1	3	480
Black Head to Killery Harbour - - - - -	1	3	383
Killery Harbour to Blacksod Bay - - - - -	1	2	321
Blacksod Bay to Killala - - - - -	1	1	219
Killala to Ballyshannon - - - - -	1	2	533
Dunregal to Teeling Head - - - - -	1	1	251
Teeling Head to Horn Head - - - - -	1	1	1,014
Horn Head to Malin Head - - - - -	1	2	1,038
	21	62	11,812
TOTAL - - -	61	245	23,455

'Admiralty, }
'9 June 1858. }

R. M. Bromley,
Accountant General of the Navy.

At the Court at St. James's, 14. March 1798.

'Present :—The King's most Excellent Majesty in Council.

'WHEREAS there was this day read at the Board a memorial of the Right Honourable the Lords Commissioners of the Admiralty, dated this day, in the words following, viz :—

'The Right Honourable Henry Dundas, one of your Majesty's principal Secretaries of State, having, in his letter of the 11th instant, signified to us your Majesty's pleasure that the necessary steps should forthwith be taken for raising a corps of Sea Fencibles to assist in the defence of this kingdom against invasion; in conformity to the suggestions contained in a plan which accompanied his second letter, or with such alterations as might occur to us, with a view to render the plan more efficient, we have taken the same into our consideration, and do most humbly propose to your Majesty that we may be authorised by your Majesty to give the necessary directions for enrolling, under the denomination of Sea Fencibles, all such of the inhabitants of the towns and villages on the coast of Great Britain

as shall voluntarily offer themselves for the defence of the coast, in the vicinity of such places or within the limits of such districts as we may judge proper; and in order that such men may be properly instructed in the use of cannon and pikes, and such other means as may be found necessary for giving effect to their services, that we may be further authorised to appoint officers of your Majesty's navy, assisted by inferior officers, to take upon them the command of such men as may enrol themselves in the respective districts under the denomination above-mentioned, and to make the said officers, as well as the volunteers so enrolled, the following allowances for their services, viz:—

Firstly. To post-captains an allowance of 30 *s.* per diem, together with the sum of 5 *s.* per diem for the hire of a clerk, for stationery, travelling, and all other expenses; such officers relinquishing their half-pay whilst so employed.

Secondly. To commanders an allowance of one guinea per diem, and half-a-guinea per week for the expense of an officer; such officers relinquishing their half-pay whilst so employed.

Thirdly. To four of the volunteers in every 100 men so enrolled, who may be appointed to act as serjeants, the sum of 1 *s.* 6 *d.* per diem when in exercise or service.

Fourthly. To all other volunteers so enrolled the sum of 1 *s.* per diem while in exercise or service, and in case they shall be required to leave their own coast upon the enemy's landing or attempting to make a landing on any other part, the pay and provisions of able seamen in your Majesty's navy, until they shall have returned to their own coast again.

His Majesty having taken the said memorial into consideration, was pleased, with the advice of his Privy Council, to approve of what is therein proposed, and to order, as is hereby ordered, that the Lords Commissioners of the Admiralty do give the necessary directions for enrolling, under the denomination of Sea Fencibles, all such of the inhabitants of the towns and villages on the coast of Great Britain as shall voluntarily offer themselves for the defence of the coast, in the vicinity of such places or within the limits of such districts as the said Lords Commissioners of the Admiralty may judge proper; and that the said Lords Commissioners do appoint officers of His Majesty's navy, assisted by inferior officers, to take upon them the command of such men as may enrol themselves in their respective districts under the denomination above mentioned, and do make allowance to post-captains, and others of His Majesty's officers employed in the said service, and to the volunteers so enrolled, in the manner proposed by the said memorial.

(signed) *Steph. Cottrell.*

SEA FENCIBLES.

COPY of the AUTHORITY under which the SEA FENCIBLES were organised during the last WAR with France, and the Date of the Authority, &c.; also, RETURN of the Number of Captains, Lieutenants, and other Officers enrolled as SEA FENCIBLES in February 1810, at which Date the Force was disbanded.

(*Sir Charles Napier.*)

*Ordered, by The House of Commons, to be Printed,
15 June 1868.*

SHIP "GANGES," &c.

RETURN to an Order of the Honourable The House of Commons,
dated 23 March 1858;—for,

RETURN "of the Dates of Commissioning the "GANGES," "RENOWN," "DIADEM," "MARLBOROUGH,"
and "EURYALUS," and the Number of MEN and BOYS entered each Week, with their Ratings."

Admiralty, }
12 April 1858. }

C. H. PENNELL,
Chief Clerk.

RETURN of the Date of Commissioning Her Majesty's Ship "GANGES," and of the Number of MEN and BOYS
entered each Week, with their Ratings.

Date of Commissioning - - - - - 30 June 1857.

DATE.	RATINGS.	DATE.	RATINGS.
Week ending— 4 July 1857 -	1 Master-at-arms. 1 Chief gunner's mate. 1 Ship's cook. 4 Gunner's mates. 2 Quartermasters. 1 Captain of fore-top. 1 Captain of afterguard. 1 Ropemaker. 2 Second captains of main-top. 1 Second captain of fore-top. 1 Coxswain of cutter. 7 Leading seamen. 1 Sailmaker's crew. 4 Able seamen. 2 Ordinary seamen. 1 Subordinate officers' steward. 3 Boys, first class. 2 Boys, second class.	Week ending— 18 July 1857 -	1 Chief gunner's mate. 1 Chief boatswain's mate. 1 Chief captain of fore-castle. 1 Chief carpenter's mate. 1 Seamen's schoolmaster. 2 Ship's corporals. 5 Boatswain's mates. 1 Captain of fore-castle. 2 Quartermasters. 1 Coxswain of the launch. 3 Captains, main-top. 2 Captains, fore-top. 2 Captains, afterguard. 1 Sailmaker. 1 Carpenter's mate. 1 Caulker. 1 Blacksmith. 1 Coxswain of pinnace. 2 Captains of the mast. 2 Second captains of fore-castle. 1 Second captain of fore-top. 3 Yeomen of signals. 1 Second captain of afterguard. 2 Captains of mizen-top. 1 Sailmaker's mate. 1 Coxswain of cutter. 1 Cooper. 1 Armourer. 1 Caulker's mate. 1 Musician. 1 Leading seaman. 2 Sailmaker's crew. 2 Armourer's crew. 10 Able seamen. 1 Bandsman. 1 Butcher. 1 Ward-room steward. 1 Ward-room cook. 1 Subordinate officers' cook. 1 Ship's steward assistant. 9 Ordinary seamen. 10 Boys, second class.
TOTAL - -	36	TOTAL - -	85
Week ending— 11 July 1857 -	1 Ship's steward. 1 Ship's corporal. 1 Boatswain's mate. 1 Captain's coxswain. 1 Quartermaster. 1 Captain of hold. 1 Captain of mast. 1 Armourer. 1 Second captain of hold. 1 Blacksmith's mate. 1 Carpenter's crew. 8 Able seamen. 23 Ordinary seamen. 7 Ordinary seamen, second class. 1 Ship's steward, boy. 32 Boys, first class. 1 Boy, second class.		
TOTAL - -	83		

(continued)

RETURN of the Date of Commissioning Her Majesty's Ship, "Ganges," &c.—*continued.*

DATE.	RATINGS.	DATE.	RATINGS.
Week ending— 25 July 1857 -	9 Carpenter's crew. 4 Able seamen. 1 Sick berth attendant. 6 Bandsmen. 1 Tailor. 1 Captain's steward. 9 Ordinary seamen. 5 Ordinary seamen, second class. 5 Boys, second class.	Week ending— 12 Sept. 1857 -	1 Captain of main-top. 1 Able seaman. 1 Bandsman. 5 Ordinary seamen. 1 Boy, second class.
TOTAL - -	41	TOTAL - -	9
Week ending— 1 Aug. 1857 -	1 Cooper's crew. 1 Able seaman. 1 Ordinary seaman.	Week ending— 19 Sept. 1857 -	5 Able seamen. 1 Bandsman. 3 Ordinary seamen. 1 Ordinary seaman, second class. 5 Boys, second class.
TOTAL - -	3	TOTAL - -	15
Week ending— 8 Aug. 1857 -	1 Coxswain of barge. 1 Captain of mizen-top. 3 Bandsmen. 1 Second class ordinary seaman. 3 Boys, second class.	Week ending— 26 Sept. 1857 -	1 Sailmaker's mate. 1 Leading seaman. 4 Shipwrights. 22 Able seamen. 15 Ordinary seamen. 2 Ordinary seamen, second class.
TOTAL - -	9	TOTAL - -	45
Week ending— 15 Aug. 1857 -	1 Second captain of afterguard. 1 Shipwright 1 Yeoman of store-rooms. 1 Painter. 3 Carpenter's crew. 8 Able seamen. 3 Bandsmen. 1 Commander's servant. 5 Ordinary seamen. 3 Boys, first class. 1 Boy, second class.	Week ending— 3 Oct. 1857 -	1 Captain of mast. 1 Coxswain of cutter. 5 Leading seamen. 18 Able seamen. 1 Bandsman. 16 Ordinary seamen.
TOTAL - -	28	TOTAL - -	42
Week ending— 22 Aug. 1857 -	6 Able seamen. 3 Bandsmen. 11 Ordinary seamen.	Week ending— 10 Oct. 1857 -	1 Gunner's mate. 1 Yeoman of signals. 1 Leading seaman. 23 Able seamen. 1 Bandsman. 25 Able seamen. 22 Ordinary seamen, second class. 2 Boys, second class.
TOTAL - -	20	TOTAL - -	76
Week ending— 29 Aug. 1857 -	5 Able seamen. 6 Ordinary seamen. 6 Boys, second class.	Week ending— 17 Oct. 1857 -	1 Leading seaman. 4 Able seamen. 2 Bandsmen. 15 Ordinary seamen.
TOTAL - -	17	TOTAL - -	22
Week ending— 5 Sept. 1857 -	5 Able seamen. 1 Bandsman. 1 Captain's cook. 15 Ordinary seamen. 4 Ordinary seamen, second class.		
TOTAL - -	26		

Note.—The "Ganges" sailed from England, 17 October 1857.

Admiralty,
31 March 1858.

RETURN of the Date of Commissioning the " RENOWN," and of the Number of MEN and BOYS entered each Week, with their Ratings.

Date of Commissioning - - - - - 21 November 1857.

DATE.	RATINGS.	DATE.	RATINGS.
Week ending— 28 Nov. 1857 -	1 Ship's steward. 1 Ship's cook. 1 Carpenter's crew.	Week ending— 19 Dec. 1857 -	1 Armourer. 1 Shipwright. 1 Leading seaman. 17 Able seamen. 26 Ordinary seamen. 1 Ordinary seaman, second class. 1 Butcher.
TOTAL - -	8	TOTAL - -	48
Week ending— 5 Dec. 1857 -	1 Chief gunner's mate. 1 Chief boatswain's mate. 1 Chief captain of fore-castle. 1 Chief quartermaster. 4 Gunner's mates. 2 Boatswain's mates. 5 Quartermasters. 2 Captains of main-top. 2 Captains of fore-top. 1 Captain of hold. 1 Second captain of main-top. 1 Second captain of fore-top. 2 Captains of mizen-top. 1 Coxswain of cutter. 1 Sailmaker. 1 Ropemaker. 1 Blacksmith. 1 Cooper. 1 Carpenter's crew. 2 Sailmaker's crew. 1 Blacksmith's mate. 1 Armourer's crew. 1 Cooper's crew. 1 Leading seaman. 26 Leading stokers and stokers. 6 Able seaman. 21 Ordinary seamen. 17 Ordinary seamen, second class. 1 Yeoman of store-rooms. 1 Ship's steward's assistant. 1 Ship's steward's boy. 34 Boys, first class. 24 Boys, second class.	Week ending— 26 Dec. 1857 -	1 Boatswain's mate. 1 Captain of fore-castle. 1 Quartermaster. 1 Captain of main-top. 1 Yeoman of signals. 1 Second captain of afterguard. 2 Shipwrights. 4 Carpenter's crew. 2 Armourer's crew. 1 Leading seaman. 16 Able sea men 41 Ordinary seamen. 1 Ordinary seaman, second class. 1 Bandsman. 1 Tailor. 1 Gun-room steward.
TOTAL - -	167	TOTAL - -	76
Week ending— 12 Dec. 1857 -	2 Ship's corporals. 1 Captain of fore-top. 2 Shipwrights. 1 Painter. 4 Able seamen. 25 Ordinary seamen. 5 Ordinary seamen, second class. 1 Ward-room cook. 2 Boys, first class.	Week ending— 2 Jan. 1858 -	1 master-at-arms. 1 Boatswain's mate. 2 Captains of afterguard. 1 Coxswain of barge. 1 Cooper's crew. 8 Able seamen. 5 Ordinary seamen. 3 Ordinary seamen, second class. 1 Boy, second class.
TOTAL - -	43	TOTAL - -	28
		Week ending— 9 Jan. 1858 -	1 Coxswain of launch. 1 Caulker's mate. 1 Shipwright. 1 Carpenter's crew. 14 Able seamen. 14 Ordinary seamen. 5 Ordinary seamen, second class. 1 Ward-room steward. 2 Boys, second class.
		TOTAL - -	40

(continued)

RETURN of the Date of Commissioning Her Majesty's Ship "Renown," &c.—*continued.*

DATE.	RATINGS.	DATE.	RATINGS.
Week ending— 16 Jan. 1858 -	1 Coxswain of pinnace. 1 Caulker. 21 Able seamen. 39 Ordinary seamen. 13 Ordinary seamen, second class. 1 Captain's steward. 1 Ship's cook's mate. 1 Boy, second class.	Week ending— 13 Feb. 1858 -	2 Captains of the mast. 1 Sailmaker's mate. 4 Able seamen. 8 Ordinary seamen. 1 Gun-room cook. 1 Engineer's servant. 2 Boys, second class.
TOTAL - -	78	TOTAL - -	19
Week ending— 23 Jan. 1858 -	1 Sailmaker's mate. 1 Musician. 1 Carpenter's crew. 1 Able seaman. 11 Ordinary seamen. 1 Sick berth attendant. 1 Commander's servant. 1 Boy, second class.	Week ending— 20 Feb. 1858 -	1 Carpenter's mate. 1 Leading stoker. 4 Able seamen. 6 Ordinary seamen. 1 Captain's cook. 1 Gun-room steward.
TOTAL - -	18	TOTAL - -	14
Week ending— 30 Jan. 1858 -	1 Seaman's schoolmaster. 1 Captain of afterguard. 1 Yeoman of signals. 4 Able seamen. 19 Ordinary seamen. 5 Ordinary seamen, second class.	Week ending— 27 Feb. 1858 -	1 Carpenter's crew. 3 Able seamen.
TOTAL - -	31	TOTAL - -	4
Week ending— 6 Feb. 1858 -	2 Boatswain's mates. 1 Second captain of fore-castle. 1 Leading seaman. 6 Able seamen. 16 Ordinary seamen. 2 Ordinary seamen, second class.	Week ending— 6 March 1858 -	None.
TOTAL - -	28	Week ending— 13 March 1858	1 Captain of the mast. 1 Musician. 1 Carpenter's crew. 1 Leading seaman. 2 Able seamen. 14 Ordinary seamen. 8 Ordinary seamen, second class. 6 Bandmen.
		TOTAL - -	34
		Week ending— 20 March 1858	1 Ship's corporal. 1 Bandsman.
		TOTAL - -	2
		Week ending— 26 March 1858	4 Bandmen. 1 Ward-room cook.
		TOTAL - -	5

Admiralty, 31 March 1858.

RETURN of the Date of Commissioning Her Majesty's Ship "DIADEM," and of the Number of MEN and BOYS entered each Week, with their Ratings.

Date of Commissioning - - - - - 19 August 1857.

DATE.	RATINGS.	DATE.	RATINGS.
Week ending— 29 Aug. 1857 -	1 Master-at-arms. 1 Seamen's schoolmaster. 1 Ship's steward. 1 Ship's cook. 2 Gunner's mates. 4 Boatswain's mates.	Week ending— 29 Aug. 1857 - (continued.)	2 Captains of fore-castle. 5 Quartermasters. 1 Coxswain of the launch. 3 Captains of main-top. 3 Ditto of fore-top. 3 Ditto of afterguard.

RETURN of the Date of Commissioning Her Majesty's Ship "Diadem," &c.—*continued.*

DATE.	RATINGS.	DATE.	RATINGS.
Week ending— 29 Aug. 1857 - (<i>continued.</i>)	1 Coxswain of the pinnace. 1 Captain of the mast. 2 Captains of the mizen-top. 1 Sailmaker. 1 Ropemaker. 2 Carpenter's mates. 1 Blacksmith. 1 Sailmaker's mate. 1 Armourer. 1 Caulker's mate. 2 Shipwrights. 2 Carpenter's crew. 1 Armourer's crew. 1 Cooper's crew. 3 Leading seamen. 2 Leading stokers or stokers. 4 Able seamen. 12 Ordinary seamen. 2 Ordinary seamen, second class. 1 Tailor. 1 Butcher. 1 Captain's steward. 1 Barber. 1 Ship's steward boy. 25 Boys, first class. 5 Boys, second class.	Week ending— 19 Sept. 1857 -	1 Musician. 6 Leading stokers and stokers. 6 Able seamen. 7 Ordinary seamen. 11 Ordinary seamen, second class. 3 Bandsmen. 1 Ship's steward's assistant. 2 Boys, second class.
	TOTAL - -	37	
		Week ending— 26 Sept. 1857 -	1 Cooper's crew. 4 Leading stokers and stokers. 4 Able seamen. 1 Ordinary seaman. 3 Ordinary seamen, second class. 2 Bandsmen. 12 Boys, second class.
	TOTAL - -	27	
		Week ending— 3 Oct. 1857 -	1 Ship's corporal. 1 Leading seaman. 6 Able seamen. 9 Ordinary seamen. 10 Ordinary seamen, second class. 3 Bandsmen. 1 Ward-room cook. 1 Boy, first class.
	TOTAL - -	32	
Week ending— 5 Sept. 1857 -	1 Ship's corporal. 1 Captain of forecastle. 1 Captain of hold. 1 Yeoman of signals. 2 Shipwrights. 6 Carpenter's crew. 1 Sailmaker's crew. 1 Blacksmith's mate. 19 Leading stokers and stokers. 9 Able seamen. 18 Ordinary seamen. 17 Ordinary seamen, second class. 1 Sick berth attendant. 1 Ward-room steward. 1 Ship's cook's mate.	Week ending— 10 Oct. 1857 -	3 Leading seamen. 5 Able seamen. 9 Ordinary seamen. 1 Ordinary seaman, second class. 1 Bandsman. 1 Gun-room steward.
	TOTAL - -	20	
		Week ending— 17 Oct. 1857 -	8 Able seamen. 3 Ordinary seamen. 5 Bandsmen. 1 Gun-room cook.
	TOTAL - -	17	
Week ending— 12 Sept. 1857 -	1 Captain's coxswain. 1 Captain of mast. 1 Captain of mizen-top. 1 Painter. 1 Leading seaman. 5 Leading stokers and stokers. 5 Able seamen. 7 Ordinary seamen. 3 Ordinary seamen, second class. 1 Bandsman. 2 Boys, second class.	Week ending— 24 Oct. 1857 -	10 Able seamen. 7 Ordinary seamen.
	TOTAL - -	17	
		Week ending— 31 Oct. 1857 -	1 Leading seaman. 5 Able seamen. 2 Ordinary seamen. 1 Captain's cook.
	TOTAL - -	9	

(*continued*)

RETURN of the Date of Commissioning Her Majesty's Ship "Diadem," &c.—*continued.*

DATE.	RATINGS.	DATE.	RATINGS.
Week ending— 7 Nov. 1857 -	1 Leading stoker. 3 Able seamen.	Week ending— 16 Jan. 1858 -	1 Bandsman. 1 Ward-room cook.
TOTAL - -	<u>4</u>	TOTAL - -	<u>2</u>
Week ending— 14 Nov. 1857 -	None.	Week ending— 23 Jan. 1858 -	None.
Week ending— 21 Nov. 1857 -	None.	Week ending— 30 Jan. 1858 -	1 Ordinary seaman.
Week ending— 28 Nov. 1857 -	None.	Week ending— 6 Feb. 1858 -	None.
Week ending— 5 Dec. 1857 -	1 Ordinary seaman. 1 Boy, second class.	Week ending— 13 Feb. 1858 -	1 Coxswain of the launch. 2 Ordinary seamen.
TOTAL - -	<u>2</u>	TOTAL - -	<u>3</u>
Week ending— 12 Dec. 1857 -	None.	Week ending— 13 March 1858	None.
Week ending— 19 Dec. 1857 -	None.	Week ending— 20 March 1858	None.
Week ending— 26 Dec. 1857 -	None.	Week ending— 25 March 1858	1 Captain of main-top. 1 Able seaman. 1 Boy, second class.
Week ending— 2 Jan. 1858 -	1 Ship's steward's boy.	TOTAL - -	<u>3</u>
Week ending— 9 Jan. 1858 -	1 Ward-room steward.		

Note.—The "Diadem" was at sea between 13 February and 13 March 1858.

Admiralty, 31 March 1858.

RETURN of the Date of Commissioning Her Majesty's Ship "MARLBOROUGH," and of the Number of MEN and BOYS entered each Week, with their Ratings.

Date of Commissioning - - - - - 2 February 1858.

DATE.	RATINGS.	DATE.	RATINGS.
Week ending— 6 Feb. 1858 -	1 Master-at-arms. 1 Ship's cook. 1 Ship's corporal. 1 Shipwright. 1 Ordinary, second class. 1 Butcher.	Week ending 13 Feb. 1858 -	1 Chief gunner's mate. 1 Chief boatswain's mate. 1 Chief captain of fore-castle. 1 Chief quartermaster. 1 Ship's steward. 2 Ship's corporals. 4 Gunner's mates. 2 Boatswain's mates. 2 Quartermasters.
TOTAL - -	<u>6</u>		

RETURN of the Date of Commissioning Her Majesty's Ship "Marlborough," &c.—continued.

DATE.	RATINGS.	DATE.	RATINGS.
Week ending— 18 Feb. 1858 - (continued.)	1 Captain of main-top. 1 Captain of fore-top. 1 Captain of afterguard. 1 Captain of mast. 1 Second captain of fore-top. 1 Captain of mizen-top. 1 Ropemaker. 1 Carpenter's mate. 1 Sailmaker's mate. 1 Armourer. 3 Carpenter's crew. 10 Leading seamen. 24 Leading stokers and stokers. 9 Able seamen. 39 Ordinary seamen. 43 Ordinary seamen, second class. 1 Sick berth attendant. 1 Tailor. 1 Ship's steward assistant. 33 Boys, first class. 24 Boys, second class.	Week ending— 6 March 1858 -	1 Captain of hold. 1 Armourer's crew. 8 Able seamen. 5 Ordinary seamen. 3 Ordinary seamen, second class.
TOTAL - -	213	TOTAL - -	18
Week ending— 20 Feb. 1858 -	1 Second captain of fore-top. 1 Carpenter's mate. 1 Caulker. 1 Blacksmith. 8 Carpenter's crew. 1 Armourer's crew. 29 Able seamen. 24 Ordinary seamen. 3 Ordinary seamen, second class. 1 Bandsman. 1 Commander's servant. 1 Boy, first class.	Week ending— 13 March 1858	1 Ship's corporal. 1 Boatswain's mate. 1 Coxswain of the launch. 1 Captain of mizen-top. 1 Sailmaker. 1 Sailmaker's mate. 1 Musician. 2 Carpenter's crew. 3 Able seamen. 11 Ordinary seamen. 3 Ordinary seamen, second class. 2 Bandsmen. 1 Engineer's servant. 2 Boys, second class.
TOTAL - -	72	TOTAL - -	31
Week ending— 27 Feb. 1858 -	1 Captain of afterguard. 1 Shipwright. 1 Painter. 2 Able seamen. 7 Ordinary seamen. 1 Ward-room steward. 1 Gun-room steward. 1 Gun-room cook. 6 Boys, first class.	Week ending— 20 March 1858	1 Chief carpenter's mate. 1 Boatswain's mate. 1 Captain of fore-castle. 1 Quartermaster. 1 Captain of fore-top. 1 Cooper. 1 Leading stoker. 5 Able seamen. 9 Ordinary seamen. 6 Ordinary seamen, second class. 1 Captain's steward.
TOTAL - -	21	TOTAL - -	28
		Week ending— 26 March 1858	1 Captain of main-top. 1 Captain of mast. 1 Second captain of fore-castle. 1 Cooper's crew. 8 Able seamen. 3 Ordinary seamen.
		TOTAL - -	15

Admiralty, 31 March 1858.

RETURN of the Date of Commissioning of Her Majesty's Ship "EURYALUS," and of the Number of MEN and BOYS Entered each Week, with their Ratings.

Date of Commissioning - - - - - 16 February 1858.

DATE.	RATINGS.	DATE.	RATINGS.
Week ending— 23 February 1858	1 Master-at-arms. 1 Ship's cook. 2 Ship's corporals. 2 Gunner's mates. 3 Boatswain's mates. 1 Captain's coxswain. 1 Captain fore-castle. 5 Quartermasters. 1 Coxswain of launch. 2 Captains of main-top. 2 Captains of fore-top. 1 Captain of afterguard. 1 Captain of hold. 1 Yeoman of signals. 1 Captain of mizen-top. 1 Ropemaker. 1 Carpenter's mate. 1 Blacksmith. 1 Leading seaman. 5 Leading stokers or stokers. 5 Able seamen. 4 Ordinary seamen. 4 Ordinary seamen, second class. 7 Boys, first class.	Week ending— 3 March 1858 - (continued.)	3 Ordinary seamen, second class. 5 Stokers. 1 cook, &c. 5 Boys, first class. 21 Boys, second class.
		TOTAL - -	44
		Week ending— 11 March 1858	1 Carpenter's mate. 1 Leading seaman. 4 Able seamen. 3 Ordinary seamen. 2 Artificers. 1 Stoker. 3 Cooks, &c. 2 Boys, first class.
		TOTAL - -	17
		Week ending— 19 March 1858	1 Captain of afterguard. 1 Captain of mast. 1 Captain of mizen-top. 1 Musician. 3 Leading seamen. 3 Stokers. 13 Able seamen. 5 Ordinary seamen. 4 Artificers. 4 Cooks, &c. 12 Boys, first class.
		TOTAL - -	48
Week ending— 3 March 1858	1 Ship's steward. 1 Boatswain's mate. 1 Captain of main-top. 1 Captain of fore-top. 1 Captain of mizen-top. 1 Armourer. 2 Able seamen. 1 Ordinary seaman.	Week ending— 25 March 1858	2 Able seamen. 4 Ordinary seamen. 2 Artificers. 3 Cooks, &c.
		TOTAL - -	11
TOTAL - -	54		

Admiralty, 31 March 1858.

SHIP "GANGES," &c.

RETURN of the Dates of Commissioning the
"GANGES," "REXOWN," "DIADEM," "MARL-
BOROUGH," and "EURYALUS," and the Number
of Men and Boys entered each Week, with
their Ratings.

(*Sir Charles Napier.*)

Ordered, by The House of Commons, to be Printed,
13 April 1858.

184.

Under 2 oz.

SUPERINTENDENTS OF NAVAL YARDS.

RETURN to an Order of the Honourable The House of Commons,
dated 16 February 1858;—for,

A RETURN “ of the Number of VACATIONS of the Offices of the several SUPERINTENDENTS of HER MAJESTY’S NAVAL YARDS during Ten Years ending the 31st day of December 1857, in consequence of the Operation of any Rule in the Service with respect to Promotions, or the Number of Years for which such Offices may be held.”

Admiralty,
8 March 1858. }

C. H. PENNELL,
Chief Clerk.

RETURN of the Number of VACATIONS of the Offices of the several SUPERINTENDENTS of HER MAJESTY’S NAVAL YARDS during Ten Years ending the 31st day of December 1857, in consequence of the Operation of any Rule in the Service with respect to Promotions, or the Number of Years for which such Offices may be held.

Date of Appointment.	RANK.	NAME.	DOCKYARD.	Date of Vacation of Office.	CAUSE OF VACATION.
15 Dec. 1847 -	Rear Admiral	Henry Prescott, c. B. -	Portsmouth -	23 Nov. 1853	Having served upwards of five years.
16 Dec. 1846 -	Rear Admiral	Sir John Louis, Bart. -	Devonport -	8 Feb. 1850 -	Having attained his vice flag.
9 Feb. 1850 -	Commodore -	Lord John Hay, c. B. -	Devonport -	26 Aug. 1851	Died.
8 Sept. 1851 -	Commodore -	Michael Seymour -	Devonport -	27 Feb. 1854	Appointed captain of fleet in the Baltic.
21 Mar. 1854 -	Rear Admiral	The Hon. M. Stopford -	Devonport -	3 Aug. 1854	Appointed captain of fleet in the Mediterranean.
4 Aug. 1854 -	Rear Admiral	Henry Eden - -	Devonport -	11 Dec. 1854	Return of Sir Michael Seymour to his duties.
12 Dec. 1854 -	Commodore -	Michael Seymour -	Devonport -	18 Feb. 1855	Appointed second in command in the Baltic.
19 Feb. 1855 -	Rear Admiral	Sir Jas. Plumridge, K.C.B. -	Devonport -	28 Nov. 1857	Having attained vice flag.
10 Nov. 1846 -	Captain -	David Price - -	Sheerness -	13 Nov. 1850	Having attained his flag.
14 Nov. 1850 -	Captain -	Michael Seymour -	Sheerness -	8 Sept. 1851	Appointed to Devonport dock yard.
29 Sept. 1851 -	Captain -	Charles Hope - -	Sheerness -	1 April 1854	Having attained his flag.
2 April 1854 -	Captain -	Christopher Wyvill -	Sheerness -	14 June 1854	Appointed to Chatham yard.
16 June 1854 -	Captain -	John J. Tucker - -	Sheerness -	19 Sept. 1857	Having attained his flag.
20 Sept. 1848 -	Captain -	Sir Thos. Bouchier, K.C.B. -	Chatham -	26 April 1849	Died.
5 May 1849 -	Captain -	Peter Richards, c. B. -	Chatham -	3 June 1854	Appointed a Lord of the Admiralty.
14 June 1854 -	Captain -	Christopher Wyvill -	Chatham -	20 Mar. 1856	Having attained his flag.
24 Nov. 1846 -	Commodore -	Sir James Gordon Bremer, K.C.B. -	Woolwich -	12 Nov. 1848	Resigned on account of ill health.
13 Nov. 1848 -	Commodore -	Henry Eden - -	Woolwich -	31 Dec. 1853	Having completed five years’ service.
17 Feb. 1845 -	Captain -	Gordon T. Falcon - -	Pembroke -	2 Aug. 1848	Having attained his flag.
3 Aug. 1848 -	Captain -	Peter Richards, c. B. -	Pembroke -	4 May 1849	Removed to Chatham dock yard.
5 May 1849 -	Captain -	Sir Thomas Pasley, Bart. -	Pembroke -	21 May 1854	Having completed five years’ service.
22 May 1854 -	Captain -	Robert Smart, K. H. -	Pembroke -	9 July 1857	Having attained his flag.
8 Mar. 1848 -	Rear Admiral	Sir Lucius Curtis, c. B. -	Malta - -	8 Mar. 1848	Having completed five years’ service.
9 Mar. 1848 -	Rear Admiral	Edward Harvey - -	Malta - -	12 April 1853	Having completed five years’ service.
13 April 1853 -	Rear Admiral	Houston Stewart, c. B. -	Malta - -	4 Jan. 1855	Appointed second in command in the Mediterranean.

VICTUALLING YARDS.

2 Dec. 1846 -	Captain -	Sir Edward Parry -	Royal Clarence Yard.	1 July 1852	Having attained his flag.
2 July 1852 -	Captain -	Wm. J. Hope Johnstone -	- Ditto -	5 May 1853	Having attained his flag.
6 May 1853 -	Captain -	George W. C. Courtenay -	- Ditto -	18 Dec. 1854	Having attained his flag.
14 Dec. 1854 -	Captain -	Henry Smith, c. B. -	- Ditto -	3 July 1855	Having attained his flag.
1 Sept. 1847 -	Captain -	John Toup Nicolas, c. B. -	Royal William Yard.	4 Feb. 1850	Superseded.
5 Feb. 1850 -	Captain -	George F. Rich - -	- Ditto -	6 April 1853	Having attained his flag.
7 April 1853 -	Captain -	William Sandon - -	- Ditto -	1 Nov. 1854	Having attained his flag.
2 Nov. 1854 -	Captain -	Joseph Nias, c. B. -	- Ditto -	13 Nov. 1856	Superseded.
11 Dec. 1841 -	Captain -	Sir John Hill - -	Deptford Yard	April 1851	Having attained his flag.
16 April 1851 -	Captain -	Hon. R. S. Dundas, c. B. -	- Ditto -	Jan. 1853	Being appointed a Lord of the Admiralty.
10 Jan. 1853 -	Captain -	George B. Martin, c. B. -	- Ditto -	Oct. 1854	Died.
18 Oct. 1854 -	Captain -	Horatio T. Austin -	- Ditto -	Dec. 1857	Having attained his flag.

SUPERINTENDENTS OF NAVAL YARDS.

RETURN of the Number of VACATIONS of the
Offices of the several SUPERINTENDENTS of
HER MAJESTY'S NAVAL YARDS, during Ten
Years ending 31st December 1857, in con-
sequence of the Operation of any Rule in the
Service with respect to Promotions, or the
Number of Years for which such Offices may
be held.

(*Sir John Trevelyan.*)

*Ordered, by The House of Commons, to be Printed,
16 March 1858.*

NAVY.

RETURN to an Order of the Honourable The House of Commons,
dated 10 May 1858;—for,

RETURN “ of the Number of ABLE SEAMEN who Volunteered from the
MERCHANT SERVICE for the NAVY, from the 1st day of October 1853 to the
end of December 1854 ; distinguishing those who had never served in the
NAVY : ”

“ Like RETURN for 1855.”

“ And, like RETURN of ORDINARY SEAMEN and LANDSMEN.”

Admiralty, }
17 July 1858. }

C. H. PENNELL,
Chief Clerk.

RETURN showing the Number of ABLE SEAMEN, ORDINARY SEAMEN, and SECOND
CLASS ORDINARY SEAMEN (late Landmen), who Volunteered from the MERCHANT
SERVICE into the ROYAL NAVY from the 1st October 1853 to the 31st December
1854, and from the 1st January to the 31st December 1855; distinguishing those who
had never before served in the Navy.

VOLUNTEERS INTO THE NAVY.	From 1st October 1853 to 31 December 1854.			From 1st January 1855 to 31 December 1855.			TOTAL for both Periods.
	First Entries in the Navy.	Had previously Served in the Navy.	TOTAL.	First Entries in the Navy.	Had previously Served in the Navy.	TOTAL.	
Direct from Merchant Vessels :	No.	No.	No.	No.	No.	No.	No.
Able Seamen - - -	104	11	115	77	6	83	198
Ordinary Seamen - -	15	-	15	37	1	38	53
2d Class Ordinary Seamen -	3	-	3	4	-	4	7
TOTAL, direct from Mer- chant Vessels - }	122	11	133	118	7	125	258
From the Shore :							
Able Seamen - - -	* 1,998	604	2,602	* 892	200	1,092	3,694
Ordinary Seamen - -	* 2,772	192	2,964	* 1,133	92	1,225	4,189
2d Class Ordinary Seamen -	3,779	44	3,823	1,990	20	2,010	5,833
TOTAL from the Shore -	8,549	840	9,389	4,015	312	4,327	13,716
TOTAL of the whole - -	8,671	851	9,522	4,133	319	4,452	13,974

Notes.—The ships’ books, whence the above numbers are derived, afford no information to show whether any of the men who entered from the shore were in the Merchant Service prior to their joining the Navy; but those men who entered from the shore into the Navy for the first time, and whose qualifications entitled them at once to the rating of able seamen, or ordinary seamen (*vide* numbers marked *), may be regarded as seafaring men, if not actually merchant seamen.

Admiralty, }
16 July 1858. }

R. M. Bromley,
Accountant-General of the Navy.

N A V Y.

RETURN showing the Number of ABLE SEAMEN,
ORDINARY SEAMEN, and SECOND CLASS ORDI-
NARY SEAMEN (late Landmen), who Volunteered
from the MERCHANT SERVICE into the ROYAL
NAVY from the 1st October 1853 to the 31st
December 1854, and from the 1st January to the
31st December 1855; distinguishing those who
had never before served in the NAVY.

(*Sir Charles Napier.*)

*Ordered, by The House of Commons, to be Printed,
20 July 1858.*

N A V Y.

RETURN to an Order of the Honourable The House of Commons,
dated 23 March 1858 ;—for,

RETURN “ of the MONEY saved in WAGES by paying off EIGHT LINE of BATTLE
SHIPS in the Spring of 1857.”

Admiralty, }
1 May 1858. }

C. H. PENNELL,
Chief Clerk.

RETURN showing the ESTIMATED SUM saved in WAGES by paying off the undermentioned
EIGHT LINE of BATTLE SHIPS in the Spring of the Year 1857.

(The Amount has been computed from the several Dates of paying the Ships off
to the 31st March 1858.)

Her Majesty's Ships—						
Cæsar	-	-	-	paid off 7 March 1857	Full amount of wages from the dates when the ships were respectively paid off to 31 March 1858.	£.
Duke of Wellington	-	-	„	4 April „		
Nile	-	-	-	„ 20 „ „		
James Watt	-	-	-	„ 23 „ „		
Cressy	-	-	-	„ 14 May „		201,906
Majestic	-	-	-	„ 15 „ „		
Colossus	-	-	-	„ 17 June „		
Exmouth	-	-	-	„ 20 „ „		
Deduct for—						
Half-pay to commissioned officers	-	-	-	for the above period		
Harbour-service pay to assistant engineers	-	-	-	ditto		
Ditto „ „ warrant officers	-	-	-	ditto		101,377
Wages to continuous service men and boys retained in the service	-	-	-	ditto		
Shore pay to marines	-	-	-	ditto		
ESTIMATED SUM SAVED					£.	100,529

N A V Y.

RETURN of the Estimated Sum saved in
WAGES by paying off FIRST LINE of BATTLE
SHIPS in the Spring of 1867.

(*Sir Charles Napier.*)

*Ordered, by The House of Commons, to be Printed,
4 May 1858.*

GOVERNMENT PROPERTY.

RETURN to an Address of the Honourable The House of Commons,
dated 18 June 1858 ;—for,

A “RETURN showing all PURCHASES of LAND or TENEMENTS made by GOVERNMENT since the Year 1830, in the Parishes forming Part of or adjoining any of Her MAJESTY’S DOCKYARDS in *Great Britain* or *Ireland*, and WAR OFFICE ESTABLISHMENTS or CIVIL ESTABLISHMENTS connected therewith ; showing, in detail, the Year of Purchase, the Quantity of Land Purchased, Number of Houses Purchased, the Rateable Value, the Rate in the Pound paid to the Poor Rate in the Year of such Purchase, according to the following Form :—

Dockyards and Establish- ments (separate Parishes).	Year of Purchase.	L A N D.			H O U S E S.			Present Contribution of Government to the Poor Rate from such Lands or Houses.”
		Quantity of Land Bought.	Rateable Value of Land Bought (Aggregate).	Per-centage in the £. to the Poor Rate.	Number of Houses.	Aggregate Rateable Value of Houses.	Per-centage in the £. to the Poor Rate.	

War Office, }
30 July 1858. }

J. P E E L.

(General Codrington)

Ordered, by The House of Commons, to be Printed,
2 August 1858.

ADMIRALTY.

RETURN showing all PURCHASES of LAND or TENEMENTS made by GOVERNMENT since the Year 1830, in the Parishes forming Part or adjoining any of Her MAJESTY'S DOCKYARDS in *Great Britain or Ireland*, and CIVIL ESTABLISHMENTS connected therewith; giving, in detail, the Year of Purchase, the Quantity of Land Purchased, Number of Houses Purchased, the Rateable Value, and the Rate in the Pound paid to the Poor Rate in the Year of such Purchase.

DOCKYARDS and ESTABLISHMENTS (separate Parishes).	Year of Purchase.	LAND.			HOUSES.			Present Contribution of Government to the Poor Rate from such Lands or Houses.
		Quantity of Land Bought.	Rateable Value of Land Bought (Aggregate).	Per-centage in the £. to the Poor Rate.	Number of Houses.	Aggregate Rateable Value of Houses.	Per-centage in the £. to the Poor Rate.	
PLYMOUTH:								
Keyham Dockyard, parish of Stoke Damerel, Devon.	1844	A. R. P. 60 1 30	£. s. d. 77 10 -	£. s. d. - 3 8	- -	£. s. d. - - -	£. s. d. - - -	Four officers' houses at- tached to Keyham yard have been erected on this ground, each rated at 52 l. 10 s. p' annum; present rate 5 s. 4 d. in the pound. Total rate on the four houses paid by Government 50 l. per annum. - - Nil.
Keyham Tunnel, parish of Stoke Damerel, Devon.	1856 and 1858	- - -	- - -	- -	23	233 - -	Lady-day 1856 to Lady-day 1857, 5s. 10d. in the £.; Lady-day 1857 to Lady-day 1858, 5s. 6d. in the £.	
PORTSMOUTH:								
Portsmouth Dockyard, Portsea.	1845	- - -	- - -	- -	203	976 10 -	- 5 4	- - Nil.
<i>Forten Barracks:</i>								
Alverstoke - - -	1849	- - -	- - -	- -	26	93 5 -	- 3 8	} - - Nil.
Ditto - - -	1853	3 2 12	14 6 -	- 3 4	- -	- - -	- - -	
Ditto - - -	1854	0 1 6	8 - -	- 4 6	- -	- - -	- - -	
Ditto - - -	1856	9 3 23	82 18 4	- 4 6	- -	- - -	- - -	
CHATHAM:								
<i>Chatham Dockyard:</i>								
Gillingham - - -	1847	21 1 10	48 - -	- 2 6 in the £., or 12 $\frac{1}{2}$ per cent.	- -	- - -	- - -	} The property ceased to be rated when it came into the occupation of Government.
Ditto - - -	1847	9 3 15	10 - -	- ditto -	- -	- - -	- - -	
Ditto - - -	1848	7 1 35	12 - -	- ditto -	- -	- - -	- - -	
Ditto - - -	1854	55 0 0	8 10 -	- 2 8 in the £., or 13 $\frac{1}{4}$ percent.	- -	- - -	- - -	
<i>Chatham Marine Barracks:</i>								
Chatham - - -	1857	- - -	- - -	- -	13	43 - -	4 s. in the £., or 20 p' cent.	} The same.
Ditto - - -	1857	- - -	- - -	- -	2	10 - -	- ditto -	
Ditto - - -	1857	- - -	- - -	- -	4	15 10 -	- ditto -	} These houses are let to tenants who are still liable to rates.
Ditto - - -	1858	- - -	- - -	- -	3	144 10 -	- ditto -	
Ditto - - -	1858	- - -	- - -	- -	1	15 5 -	- ditto -	} The purchases are not yet completed, and the rates are paid by the present occupiers.
Ditto - - -	1858	- - -	- - -	- -	5	17 10 -	- ditto -	
Ditto - - -	1858	- - -	- - -	- -	2	48 - -	- ditto -	
SHEERNESS:								
<i>Sheerness Dockyard:</i>								
Minster - - -	No purchase of land or houses made within the period.							
DEPTFORD:								
Deptford Dockyard - -	1857	15 0 0	49 10 -	- 8 -	- -	- - -	- - -	19 l. 16 s.
Ditto - - -	1857	- - -	- - -	- -	26	135 10 -	- 11 -	74 l. 5 s.
Ditto - - -	1857	- - -	- - -	- -	93	725 - -	- 11 -	Fee-simple only pur- chased by the Admi- rality, subject to the existing leases. Rates paid by the lessees, or their tenants.

ADMIRALTY—continued.

DOCKYARDS and ESTABLISHMENTS (separate Parishes).	Year of Purchase.	L A N D.			H O U S E S.			Present Contribution of Government to the Poor Rate from such Lands or Houses.
		Quantity of Land Bought.	Rateable Value of Land Bought (Aggregate).	Per-centage in the £. to the Poor Rate.	Number of Houses.	Aggregate Rateable Value of Houses.	Per-centage in the £. to the Poor Rate.	
		A. R. P.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	
WOOLWICH:								
Woolwich Dockyard and Royal Marine Barracks.	1842	- - -	- - -	- - -	35	361 - -	- 5 -	} - Nil.
Woolwich - - - -	1844	- - -	- - -	- - -	1	45 - -	- 5 -	
Ditto - - - -	1846	3 0 0	12 - -	- 5 -	-	- - -	- - -	
Ditto - - - -	1846	- - -	- - -	- - -	13	231 - -	- 5 -	
Ditto - - - -	1846	- - -	- - -	- - -	46	390 - -	- 5 -	
								Fee-simple only pur- chased by the Admi- ralty, subject to exist- ing leases. The rates are paid by the lessees, or their tenants.
Woolwich, Royal Marine Barracks.	1856	- - -	- - -	- - -	8	266 - -	- 5 -	- Nil.
Woolwich - - - -	1856	- - -	- - -	- - -	2	86 - -	- 5 -	Rates paid hitherto, but now objected to.
HAULBOWLINE:								
Haulbowline Yard, Parish Queenstown.	1847	0 1 2 for a reser- voir at Spy Hill, Queens- town, barony of Barry- more.	- 10 - per annum for agricultural purposes, and 5 l. per annum for building purposes.	- 1 9	-	- - -	- - -	- Nil.
DEAL:								
Deal Yard, in the parish of Deal.	-	- Nil -	- - -	- - -	- Nil.	-	-	-
PEMBROKE:								
Pembroke, St. Mary, Pem- broke.	1846	- - -	- - -	- - -	2	46 15 -	- 4 -	8 l. 15 s. yearly.

Admiralty, 19 January 1859.

M. Mosley,
Accountant-General of the Navy.

GREAT BRITAIN (WAR DEPARTMENT).

DOCKYARDS and ESTABLISHMENTS (separate Parishes).	Year of Purchase.	L A N D.			H O U S E S.			Present Contribution of Government to the Poor Rate from such Lands or Houses.
		Quantity of Land Bought.	Rateable Value of Land Bought (Aggregate).	Per-centage in the £. to the Poor Rate.	Number of Houses.	Aggregate Rateable Value of Houses.	Per-centage in the £. to the Poor Rate.	
		A. R. P.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.
Gravesend - - - -	1845	- - -	- - -	- - -	1	26 - -	- 3 -	} - Nil.
Shorne Mead - - - -	1848	8 2 13	12 15 7	- 1 6	-	- - -	- - -	
Ditto - - - -	1849	1 3 29	2 17 6	- 1 6	-	- - -	- - -	
East Tilbury - - - -	1848	15 3 31	12 4 9	- 2 -	-	- - -	- - -	
Ditto - - - -	1849	2 0 9	1 15 3	- 2 -	-	- - -	- - -	
Dover - - - -	1856	29 0 0	25 - -	- 1 9	-	- - -	- - -	} - 5 -
Ditto - - - -	1844	small piece of land.	17 10 -	- - 4	-	- - -	- - -	
West Hythe - - - -	1853	169 3 10	50 - -	- 2 -	-	- - -	- - -	
Ditto - - - -	1846	68 0 0	14 - -	- 2 -	3	12 - -	- 2 -	
Walmer - - - -	1857	1 1 2	8 3 6	- 2 4	-	- - -	- - -	
Rye - - - -	1846	- - -	- - -	- - -	1	17 10 -	- 7 -	} - Nil.
Horfield - - - -	1843	11 1 0	21 18 6	- 3 8	-	- - -	- - -	
Ditto - - - -	1855	0 2 0	1 1 4	- 1 -	-	- - -	- - -	
Fowey (Cornwall) - -	1855	0 0 21	- 8 9	- - -	-	- - -	- - -	
Padstow - - - -	1856	0 2 4	3 10 -	- 10 -	-	- - -	- - -	
Penzance - - - -	1855	0 0 32	5 14 -	- - -	-	- - -	- - -	} - Nil.
St. Ives - - - -	1855	0 2 0	1 15 -	- - -	-	- - -	- - -	
Plymouth, St. Andrew's -	1858	0 1 34	- - -	- - -	-	- - -	- - -	
Devonport - - - -	1856	0 0 4	- - -	- - -	-	- - -	- - -	
Sherrilock, Cornwall -	1858	125 0 5	227 - -	- 2 8	-	- - -	- - -	
Antony, Cornwall - -	1856	640 0 18	1,200 - -	- 2 8	-	- - -	- - -	} - 12 -
Kinterbury - - - -	1847	83 2 25	471 - -	- 2 -	-	- - -	- - -	
Ditto - - - -	1852	27 3 6	140 - -	- 2 -	-	- - -	- - -	
Ditto - - - -	1855	2 0 18	- - -	- - -	-	- - -	- - -	
Ditto - - - -	1858	0 0 9	- - -	- - -	-	- - -	- - -	
Stonehouse - - - -	1857	1 1 13	- - -	- - -	-	- - -	- - -	} - 4 2
Newport - - - -	1848	9 3 4	- - -	- - -	8	330 - -	- 3 4	
Brecon - - - -	1848	4 2 24	- - -	- - -	7	210 - -	- 4 2	
Cardiff - - - -	1843	7 0 2	21 - -	- 2 3	2	38 - -	- 2 3	- 12 -

GREAT BRITAIN (WAR DEPARTMENT)—continued.

DOCKYARDS and ESTABLISHMENTS (separate Parishes).	Year of Purchase.	L A N D.			H O U S E S.			Present Contribution of Government to the Poor Rate from such Lands or Houses.
		Quantity of Land Bought.	Rateable Value of Land Bought (Aggregate).	Per-centage in the £. to the Poor Rate.	Number of Houses.	Aggregate Rateable Value of Houses.	Per-centage in the £. to the Poor Rate.	
		A. R. P.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.
Pembroke - - -	1832	89 0 37	- - -	- - -	- - -	- - -	- - -	- - -
Ditto - - -	1848	158 0 13	183 15 -	- 1 -	- - -	- - -	- - -	- - -
Pembroke, Parish of Angle	1849	1 3 31	- - -	- - -	2	7 - -	- 1 -	- - -
Pembroke, Parish of Dale	1853	8 2 2	- - -	- - -	1	30 - -	- 1 -	- - -
Ditto - ditto	1845	- - -	- - -	- - -	2	15 - -	- 1 -	- - -
Ditto - ditto	1849	10 0 0	10 - -	- - -	- - -	- - -	- 10 -	- - -
Isleworth, Middlesex	1857	14 2 15	60 - -	- 3 3	- - -	- - -	- - -	- - -
Twickenham - -	1857	30 3 9	44 15 -	- 3 6	house -	430 - -	- 3 6	- - -
St. Martin-in-the-Fields, Westminster.	1845	46 feet by 92 feet.	40 10 8	- - -	- - -	- - -	- - -	- - -
St. Margaret's, Westminster	1855	0 2 11	- - -	- - -	24	1,080 - -	- 2 6	- - -
Ditto - ditto	1856	- - -	- - -	- - -	1	45 - -	- 2 6	- - -
Newhaven - - -	1855	1 2 1	1 12 8	- 4 -	- - -	- - -	- - -	- - -
Brighton - - -	1833	80 feet by 61 feet.	14 - -	- 2 6	- - -	- - -	- - -	- - -
Gillingham - - -	1857	44 0 10	1 5 2	- 4 -	- - -	- - -	- - -	- - -
Liverpool - - -	1841	7,000 square yards.	816 - -	- 1 -	- - -	- - -	- - -	- - -
Liscard - - -	1857	3,360 square yards.	9 16 -	- 1 -	- - -	- - -	- - -	- - -
Preston - - -	1846	2 0 14	9 15 2	- - 10	- - -	- - -	- - -	- - -
Sheffield - - -	1847	22 2 13	105 - -	- 2 3	- - -	- - -	- - -	- - -
Ashton-under-Lyne - -	1841	8 0 0	28 - -	- 1 6	- - -	- - -	- - -	- - -
Ditto - - -	1844	0 0 11	1 3 1	- 1 6	- - -	- - -	- - -	- - -
Parishes of St. Giles, and East Donyland House and Farm, Colchester.	1856	167 3 2	162 - -	- 5 -	- - -	- - -	- - -	- - -
Rotherhithe, Surrey -	- - -	4 1 27	466 13 4	Not assessed; not been used.	- - -	- - -	- - -	- - -
Enfield, Middlesex - -	1856	3 3 15	8 - -	- 2 6	- - -	- - -	- - -	- - -
Plumstead, Kent - - -	1853	46 3 26	- - -	- - -	- - -	- - -	- - -	- - -
Ditto - - -	1855	73 0 17	269 - -	- 4 -	- - -	- - -	- - -	- - -
Ditto - - -	1856	149 0 5	- - -	- - -	- - -	- - -	- - -	- - -
Erith - - -	1855	160 2 27	208 - -	- 4 -	- - -	- - -	- - -	- - -
Ditto - - -	1856	48 1 7	- - -	- - -	- - -	- - -	- - -	- - -
Woolwich - - -	1855	- - -	- - -	- - -	4	260 - -	- 4 -	- - -
Portland - - -	1858	75 1 0	45 11 -	- 6 8	- - -	- - -	- - -	- - -
Portland, Parish of Wyke	1858	22 3 10	83 6 -	- 2 7	- - -	- - -	- - -	- - -
Ditto - ditto	1858	- - -	- - -	- - -	6	28 - -	- 2 7	- - -
Plumstead, Kent - - -	1855	- - -	- - -	- - -	1	4 - -	- 2 8	- - -
Ditto - - -	1855	- - -	- - -	- - -	1	5 10 -	- 3 8	- - -
Ditto - - -	1856	- - -	- - -	- - -	1	6 - -	- 4 -	- - -
Ditto - - -	1856	- - -	- - -	- - -	1	18 - -	- 12 -	- - -
Ditto - - -	1856	- - -	- - -	- - -	2	28 - -	- 18 8	- - -
Ditto - - -	1857	- - -	- - -	- - -	3	26 - -	- 17 4	- - -
Shoebury Ness, Essex -	1849	17 3 6	- - -	- - -	- - -	- - -	- - -	- - -
Ditto - ditto - - -	1853	13 2 21	51 10 6	- 1 -	- - -	- - -	- - -	- - -
Ditto - ditto - - -	1857	9 3 25	- - -	- - -	- - -	- - -	- - -	- - -
Waltham Abbey, Essex -	1839	Small piece of land.	1 4 6	- 2 2	- - -	- - -	- - -	- - -
Ditto - ditto - - -	1845	2 0 35	4 14 6	- 2 4	- - -	- - -	- - -	- - -
Ditto - ditto - - -	1846	Small piece of land.	8 - -	- 2 8	- - -	- - -	- - -	- - -
Ditto - ditto - - -	1857	21 0 0	32 - -	- 3 6	- - -	- - -	- - -	- - -
Handsworth - - -	1846	23 2 11	66 7 9	4 3 4	6	26 16 -	4 3 4	- - -
Elton - - -	1842	7 2 0	20 5 -	- 1 -	- - -	- - -	- - -	- - -
Netley, Parish of Hound	1856	109 1 32	82 8 6	- 2 -	- - -	- - -	- - -	- - -
Ditto - ditto - - -	1858	80 0 37	60 8 6	- 2 3	- - -	- - -	- - -	- - -
Ditto - ditto - - -	1856	3 1 37	- - -	- - -	1	30 - -	- 2 -	- - -
Bradford - - -	1843	3 2 34	12 - -	- 2 -	12	This includes the land also. 210 - -	- 2 -	- - -
Aldershot Camp.								
Aldershot - - -	1854-5- 6-7.	2,729 0 0	1,130 - -	- 2 6	Several houses and gardens.	75 - -	- 2 6	- - -
Ash - - -	ditto -	602 0 0	266 - -	- 2 6	Nil -	- - -	- 2 6	- - -
Croindall - - -	ditto -	1,134 0 0	491 - -	- 4 -	2 houses and gardens.	9 - -	- 4 -	- - -
Farnborough - - -	ditto -	639 0 0	252 - -	- 2 6	3 houses and land.	26 - -	- 2 6	- - -
Farnham - - -	ditto -	324 0 0	113 - -	- 5 -	4 houses and gardens.	30 - -	- 5 -	- - -
Yateley - - -	ditto -	1,328 0 0	541 - -	- 3 6	1 cottage	5 - -	- 3 6	- - -
Portsmouth - - -	1854	- - -	- - -	- - -	2	39 - -	- 5 4	- - -
Ditto - - -	1846	- - -	- - -	- - -	29 and land.	521 10 -	- 4 4	- - -

The War Department
give an annual donation
of 101 £ towards the poor-
rate upon all the land at
Waltham, of which this
is a very small portion.

7 4 10

GREAT BRITAIN—(WAR DEPARTMENT)—continued.

DOCKYARDS and ESTABLISHMENTS (separate Parishes).	Year of Purchase.	L A N D.			H O U S E S.			Present Contribution of Government to the Poor Rate from such Lands or Houses.	
		Quantity of Land Bought.	Rateable Value of Land Bought (Aggregate).	Per-centage in the £. to the Poor Rate.	Number of Houses.	Aggregate Rateable Value of Houses.	Per-centage in the £. to the Poor Rate.		
		A. R. P.	£. s. d.	£. s. d.		£. s. d.	£. s. d.		
Portsea - - - -	1858	12 3 5	44 10 -	- 5 -	- - -	- - -	- - -	Nil.	
Ditto - - - -	1857	32 2 32	40 - -	- 4 8	- - -	- - -	- - -		
Ditto - - - -	1856	two small pieces of land.	30 - -	- 4 -	- - -	- - -	- - -		
Rowner - - - -	1857	423 0 21	961 5 -	- - -	- - -	- - -	- - -		
Widley - - - -	1854	0 2 38	1 3 4	- 2 8	- - -	- - -	- - -		
Winchester - - -	1856	190 3 0	95 - -	- 8 -	- - -	- - -	- - -		
Ditto - - - -	1858	small piece of land.	21 - -	- 8 -	- - -	- - -	- - -		
Freshwater (Isle of Wight)	1855	4 0 20	6 5 -	- 8 -	- - -	- - -	- - -		
Trowbridge - - -	1839	6 2 36	11 4 9	- 10 -	23	211 - -	- 10 -		
Alverstoke - - -	1857	349 1 1	376 1 -	- 4 6	- - -	- - -	- - -		
Ditto - - - -	1857	25 3 35	48 16 2	- 4 6	3	8 10 -	- 3 4½		
Ditto - - - -	1857	- - -	- - -	- - -	4	25 - -	- 4 6		
Ditto - - - -	1848	298 2 31	246 14 7	- 3 4	- - -	- - -	- - -		
Ditto - - - -	1856	162 1 4	211 - 5	- 4 6	- - -	- - -	- - -		
Ditto - - - -	1856	0 1 2	- - -	- - -	1	7 - -	- 3 4½		
Ditto - - - -	1856	6 2 8	mud land never assessed to the poor			- - -	- - -		- - -
Ditto - - - -	1853	47 3 30	60 18 10	- 3 4	- - -	- - -	- - -		
Portsmouth and Portsea -	1831	4 2 0	- - -	- - -	mill	- - -	- - -		
Ditto - - - -	1847	- - -	- - -	- - -	11	120 - -	- 4 -		
Ditto - - - -	1848	- - -	- - -	- - -	1	15 - -	- 5 4		
Ditto - - - -	1845	- - -	- - -	- - -	10	27 - -	- 4 4		
Ditto - - - -	1850	- - -	- - -	- - -	4	31 10 -	- 4 -		

Note.—By far the largest portion of the lands comprised in this Return are let, and the poor-rates are paid by the tenants.

IRELAND (WAR DEPARTMENT).

Dockyards and Establishments (separate Parishes).	Year of Purchase.	L A N D.			H O U S E S.			Present Contribution of Government to the Poor Rate from such Lands or Houses.
		Quantity of Land Bought.	Rateable Value of Land Bought (Aggregate).	Per-centage in the £. to the Poor Rate.	Number of Houses.	Aggregate Rateable Value of Houses.	Per-centage in the £. to the Poor Rate.	
		A. R. P.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	
Armagh - -	Leasehold, 9,999 years - } - - 1848 - - }	small piece of land	- 5 -	- - 4	- - -	- - -	- - -	No contribution, Government pre- mises, being ex- empt from assess- ment; but in cases of leasehold property, the landlord's pro- portion is paid by the lessor, from whom the pre- mises are held; and in cases where premises are let by the Department, the tenant's propor- tion is paid by the tenant; but no payment what- ever is made by the Government.
Cork - - -	Leasehold, 999 years - } - - 1840 - - }	0 2 14	- 15 -	- 2 5	- - -	- - -	- - -	
Ditto - - -	Leasehold, for ever - } - - 1849 - - }	3 2 28	13 10 -	- - -	- - -	- - -	- - -	
Drogheda - -	- - 1830 - - }	small piece of land	- 1 -	- 1 1½	- - -	- - -	- - -	
Danmore - -	Leasehold, for ever - } - - 1853 - - }	- ditto - -	- 15 -	- 1 -	- - -	- - -	- - -	
Downpatrick -	Leasehold, for ever - } - - 1840 - - }	0 2 27	- - -	- - -	and barracks	44 - -	- - 3½	
Ditto - - -	Leasehold, for ever - } - - 1851 - - }	- - -	- - -	- - -	1	- - -	- - -	
Enniskillen -	Three lives, renewable } for ever - - }	- - -	- - -	- - -	1	6 - -	- - 10	
Fermoy - - -	- - 1847 - - }	- - -	- - -	- - -	- - -	- - -	- - -	
	- - 1856 - - }	0 1 37	- 15 -	- 1 5	- - -	- - -	- - -	
Galway (Renmore)	Leasehold, 10,000 years } - - 1851 - - }	73 0 0	42 - -	- 1 1½	- - -	- - -	- - -	
Gort - - -	- - 1851 - - }	0 2 13	- - -	- - -	- - -	- - -	- - -	
Ditto - - -	- - 1851 - - }	2 1 31	- - -	- - -	and barracks	90 - -	- - 10½	
Mallow - - -	Leasehold for ever - } - - 1830 - - }	1 1 5	2 - -	- 1 1	and barracks	53 - -	- - -	
Newry - - -	Leasehold, 10,000 years } - - 1849 - - }	small piece of land	- 6 -	- 1 -	- - -	- - -	- - -	
Nenagh - - -	Leasehold, 999 years - } - - 1850 - - }	6 2 0	10 - -	- 2 3	- - -	- - -	- - -	
Parsonstown -	- - 1831 - - }	72 2 11	- - -	- - -	and barracks	420 - -	- 1 1	
Roscrea - - -	Leasehold for ever - } - - 1837 - - }	1 1 23	- - -	- - -	and barracks	72 - -	- - 8½	
Ballyshannon -	- - 1856 - - }	1 3 36	- - -	- - -	6 and barracks	36 10 -	- - 7½	

IRELAND—(WAR DEPARTMENT)—continued.

Dockyards and Establishments (separate Parishes).	Year of Purchase.	L A N D.			H O U S E S.			Present Contribution of Government to the Poor Rate from such Lands or Houses.	
		Quantity of Land Bought.	Rateable Value of Land Bought (Aggregate).	Per-centage in the £. to the Poor Rate.	Number of Houses.	Aggregate Rateable Value of Houses.	Per-centage in the £. to the Poor Rate.		
		A. R. P.	£. s. d.	£. s. d.		£. s. d.	£. s. d.		
Cork - - -	Three lives, renewable for ever - - - 1848 - - -	1 3 4	- - -	- - -	and prison -	190 - -	- 2 5	No contribution Government premises being ex- empt from assess- ment; but in cases of leasehold property, the landlord's propo- rtion is paid by the lessor, from whom the pre- mises are held; and in cases where premises are let by the Department, the tenant's propor- tion is paid by the tenant; but no payment what- ever is made by the Government.	
Ditto - - -	Leasehold for ever - - - 1857 - - -	2 2 39	- - -	- - -					
Londonderry - - -	Three lives, renewable for ever - - - 1838 - - -	small piece of land							
Ditto - - -	- - - 1857 - - -	ditto - - -	2 - -	- - 8	- - -	- - -	- - -		
Ditto - - -	- - - 1842 - - -	0 0 7			- - -	- - -	- - -		
Limerick - - -	- - - 1842 - - -	0 1 2			- - -	- - -	- - -		
	- - - 1856 - - -	80 3 8	150 - -	- 1 10	- - -	- - -	- - -		
Fermoy - - -	Two leaseholds, 999 years each; two for ever - - - 1854 - - -	10 2 9	33 - -	- 1 5	and houses -	344 - -	- 1 5		
Tipperary - - -	Leasehold for ever - - - 1845 - - -	21 1 37	31 5 -	- - 3	- - -	- - -	- - -		
Tralee - - -	Three lives, renewable for ever - - - 1849 - - -	0 3 9	1 15 -	- 2 -	- - -	- - -	- - -		
Dublin - - -	Leasehold for ever - - - 1847 - - -	7 2 0	- - -	- - -	prison -	500 - -	- 1 10		
Ditto - - -	Leasehold for ever - - - 1847 - - -	0 2 35	10 - -	- 1 10	- - -	- - -	- - -		
Ditto* - - -	- - - 1855 - - -	14 1 18	- - -	- - -	and barracks -	534 10 -	- 1 10		
Bagenbon - - -	- - - 1853 - - -	small piece of land	- 5 -	- 1 2	- - -	- - -	- - -		
Cork Harbour (Camden Fort)	Leasehold, 900 years - - - 1850 - - -	45 1 18	- - -	- - 7	and fort -	114 - -	- - 7		
Cork Harbour (Carlisle Fort)*	- - - 1851 - - -	140 0 2	- - -	- - -	and fort -	140 - -	- - 7		
Bray - - -	- - - 1858 - - -	small piece of land	- 5 -	- 1 -	- - -	- - -	- - -		
Dublin - - -	Leasehold, 1,000 years - - - 1851 - - -	1 1 5	9 - -	- 1 10	- - -	- - -	- - -		
Ditto - - -	Leasehold for ever - - - 1854 - - -	- - -	- - -	- - -	2	100 - -	- 1 10		
Ditto - - -	Leasehold for ever - - - 1856 - - -	- - -	- - -	- - -	5				
Ditto - - -	- - - 1857 - - -	small piece of land	- - -	- - -	5	80 - -	- 1 10		
Ditto - - -	- - - 1855 - - -	ditto - - -	- - -	- - -	- - -				
Ditto - - -	- - - 1855 - - -	ditto - - -	- - -	- - -	- - -	75 - -	- 1 10		
Ditto - - -	- - - 1856 - - -	ditto - - -	- - -	- - -	- - -				
Ditto - - -	- - - 1847 - - -	- - -	- - -	- - -	1				
Ditto - - -	- - - 1847 - - -	- - -	- - -	- - -	1				
Ditto - - -	- - - 1848 - - -	- - -	- - -	- - -	3				

This list contains leases for three lives, renewable for ever, taken since 1830; also leases for 99 years and upwards since that date, as also property purchased.

In the cases marked thus * it was only the head rent that was acquired, the property being already (and prior to 1830) in the possession of the department under long leases.

The poor-rates are struck whenever funds are required; consequently the existing rates cannot be given as applicable to 12 months, as one, two, or more rates may be levied in that time, according to locality; the per-centage in the pound therefore herein returned is based on the amounts of the last three years, as accurately as can be ascertained.

Dublin,
5 February 1859.

Cosper Rose,
Colonel Commanding Royal Engineers in Ireland.

GOVERNMENT PROPERTY.

RETURN showing all PURCHASES of LAND or TENEMENTS made by GOVERNMENT since the Year 1830, in the Parishes forming Part of or adjoining any of Her Majesty's DOCKYARDS in Great Britain or Ireland, and WAR OFFICE ESTABLISHMENTS or CIVIL ESTABLISHMENTS connected therewith, &c.

(General Codrington.)

*Ordered, by The House of Commons, to be Printed,
2 August 1858.*

CORRESPONDENCE

WITH THE

UNITED STATES' GOVERNMENT

ON THE QUESTION OF

RIGHT OF VISIT.

Presented to both Houses of Parliament by Command of Her Majesty.
1859.

LONDON:
PRINTED BY HARRISON AND SONS.

2446

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Correspondence with the United States' Government on the Question of Right of Visit.

No. 1.

Lord Napier to the Earl of Malmesbury.—(Received May 10.)

(Extract.)

Washington, April 19, 1858.

I HAVE the honour to transmit to your Lordship herewith a note addressed to Her Majesty's Legation by the Secretary of State in reply to various communications which I have made to the Government of the United States, under the instructions of the Earl of Clarendon, respecting the fraudulent adoption of the American flag in the prosecution of the African Slave Trade.

The Government of the United States will maintain a squadron of the force prescribed by Treaty.

Your Lordship will observe that General Cass recommends restrictive measures on the coast of Cuba, the only remaining market to which the Slave Trade is directed. He also refers with commendation to that Article in the Treaty of 1842, by which the Contracting Parties engage to use their remonstrances with the Governments which do not prevent the exercise of the forbidden Traffic in their dominions.

In consequence of these observations, I have expressed to General Cass my hope that he would enable me to state to your Lordship that the United States' Government would despatch a naval force to the coast of Cuba; for I apprehended that the slavers, in approaching that island, would almost invariably hoist the flag of the United States, and thus elude the inspection of Her Majesty's cruizers. He had indicated the spot at which the remedy could be effectually applied; would he assist in applying it? I added that Her Majesty's Government had already anticipated the views of the American Cabinet, and had sent three or four gun-boats or light steamers to the Cuban waters.

General Cass replied that he could not promise to send any vessel to act against the slavers on the coast of Cuba; and on my pressing the inconsistency of his position, he answered that this was not only a question of what was right, but of what was possible. Here I must grant that the Secretary of State did not speak without valid cause. The American navy is ill supplied with light vessels, and it may be doubted whether Congress would sanction any pecuniary appropriation for the purpose indicated.

Recalling the Article of the Ashburton Treaty alluded to above, I inquired whether General Cass would state to me officially that the Government of the United States had ever remonstrated with that of Spain in respect to the importation of enslaved negroes in the Island of Cuba; and moreover, whether he would officially engage to do so at the present time.

General Cass replied that he presumed such remonstrances might have been offered. He did not know for certain that they had been so, nor could he at that moment promise to make the desired representations to the Cabinet of Madrid. He did not see, however, any objection to such a step, and it was certainly prescribed by the terms of the Treaty.

Inclosure 1 in No. 1.

General Cass to Lord Napier.

My Lord,

Department of State, Washington, April 10, 1858.

YOUR several letters respecting the African Slave Trade have been received at this Department, but I have been prevented from answering them at an earlier day by the pressure of other duties, and by the difficulty of procuring information, not easily attainable, but necessary for their proper consideration. They have been submitted to the President, and I am instructed to communicate to your Lordship his views on the subjects they present for the determination of this Government.

While I concur with your Lordship in the opinion that the efforts of your Government have been unceasing for the extinction of this Traffic, still I must be permitted to say, that its hope of the "hearty co-operation of the naval forces of the United States" might safely have been entertained, without appealing to the example of Great Britain. The officers of the Navy of the United States need no encomium from me, nor shall I pronounce one upon them. But I assure your Lordship, that when assigned to the irksome task of watching a long, desolate, and unhealthy coast, they will perform their duty, honourably and efficiently, without needing any other motive of action but that which a sense of duty inspires. Such devotion to the service is a part of their character and of the history of their country.

The United States have not been less anxious than Great Britain, for the extermination of this commerce in enslaved Africans, and they have given the most substantial proofs of this disposition, by acts both of legislation and of administration. If the American Government was not the first, it was among the first, to prohibit by legal enactments, and to prevent by severe punishment, the longer continuation of this Traffic, which had become repugnant to the opinion and feelings of the age. Lord Brougham, in a debate in the British House of Lords, when this subject was referred to, honourably and truly remarked, that "it should be borne in mind that the United States, at the very earliest period they were enabled to do so by the Federal Union, had adopted the abolition of the Slave Trade, and were, in fact, the first to make it piracy for any one of its subjects to carry it on."

But the best method of effecting the object, is a practicable problem of very difficult solution. The obstacles in its way were at first overlooked in the sanguine anticipations which were indulged of immediate success. Experience has come to test the measures proposed, and they have been found inadequate to the extinction of the evil. So much so that, in the opinion of your Government, its "present activity" demands increased exertions on the part of the United States, with a view to accomplish the object. Those exertions, it is suggested, should be directed to the coast of Africa, in order to render the blockade more effectual, and especially to examine and deal with vessels bearing the American flag and suspected of being engaged in this trade.

This system of a joint blockade has been pursued for some years, and the benefit it has produced bears no reasonable proportion, I regret to say, to the expenditure of life and treasure it has cost; but this failure need not discourage the anxious hopes of Christendom.

There is another method of proceeding, without the dangers, and difficulties, and inefficiency which beset a blockade, and which is sure to succeed if adopted and persevered in, and that is, to close the slave-marts of the world, or rather of the Island of Cuba, which is now almost the only region where the slave-dealer can find a market. If these unfortunate victims could not be sold, they would not be bought. To shut the ports of Cuba to their entrance, is to shut the ports of Africa to their departure; and to effect this, nothing would seem to be wanting but the cordial co-operation of the Spanish Government. The example of the United States is sufficient to show that, however extensive a country may be, it can be rendered inaccessible to this evil by a sound state of public opinion, and by rigid laws rigidly executed. The introduction of a slave into this country is a fact which I believe the present generation has not witnessed. And Brazil also, with her long line of maritime frontier, has succeeded, by her legislation and by the faithful execution of it, in rescuing herself from the reproach of participating in this great crime as well

national as individual. And it is due to the honourable course of the Imperial Government to state that, on the application of the United States, it has lent its aid towards procuring evidence necessary for the conviction of persons, prosecuted in this country for the offence of slave-trading. The conventional arrangements which exist between Great Britain and France and Spain for their mutual co-operation in the suppression of the Slave Trade, are very imperfectly known to me; but it is understood that Spain has entered into engagements with Great Britain, if not with France also, that she will use her best exertions to prevent the importation of slaves into her dominions. This pledge, if given, has certainly not been redeemed, though it is difficult to believe that the Spanish Government would resist or neglect the firm remonstrances of these two great Powers, or even of Great Britain alone, if she alone has the right, by Treaty stipulations, to demand of Spain the faithful performance of duties which she has voluntarily assumed. Upon the course of the Spanish Government far more depends than upon the most rigorous blockade of the African coast.

The United States have no suggestions to make respecting the most expedient measures to adopt in Africa, with a view to aid the operations of the squadrons employed by our respective Governments, or instead of them, should the conviction of their inadequacy to effect the desired object induce the discontinuance of their services. But other means have been suggested by persons intimately acquainted with the slave-coast, and who have watched the Slave Trade operations, and which offer encouraging prospects of success, if adopted. These suggestions relate to the extension and improvement of the free Colonial establishments in that region, so as to create barriers at the most exposed points, and also to the construction of small military posts or blockhouses, garrisoned from the acclimated population, at or near the places to which the course of the Trade has been directed, and where the means of interchange are to be found.

The negotiators of the Ashburton Treaty seem to have been among the few who doubted the efficacy of a blockade for the suppression of this Trade. Their provisions, as shown by Article IX of the Treaty, have been strikingly confirmed by experience:

“Whereas, notwithstanding all efforts which may be made on the coast of Africa for suppressing the Slave Trade, the facilities for carrying on that Traffic, and avoiding the vigilance of cruizers, by the fraudulent use of flags, and other means, are so great, and the temptations for pursuing it, while a market can be found for slaves, so strong, as that the desired result may be long delayed unless all markets be shut against the purchase of African negroes, the parties to this Treaty agree that they will unite in all becoming representations and remonstrances, with any and all Powers within whose dominions such markets are allowed to exist: and that they will urge upon all such Powers the propriety and duty of closing such markets effectually, at once, and for ever.”

The obstacles in the way of the successful operation of the blockade system have been rendered sufficiently obvious by the experiment that has been made. The extent and indentations of the coast, the insalubrity of the climate, the paucity of the civilized settlements, and the want of co-operation on the part of the native population, together with the measures resorted to by the slave-traders, render it difficult, almost impracticable indeed, hermetically to close this long sea-margin, occupying the tropical regions of the continent.

But there are other causes in operation, tending to affect the hopes heretofore so generally indulged, of the success of blockading squadrons upon the coast of Africa. The same state of things which has stimulated this trade into renewed activity, by the increased profits attending it, has produced a marked effect upon public opinion in Europe, and may lead to a relaxation in the measures for its suppression. The deficiency of labour in the tropical possessions of England and France, and the consequent falling off in their valuable products, now constitute a subject of anxious inquiry in both countries. The lamentable condition to which those once rich and flourishing Colonies have been reduced under expectations which have not been realized, and the indolence and distress of the emancipated population, present matters of grave reflection, as well for the statesman as for the philanthropist. Means are in progress to remedy the evil, by the importation of labourers, but of their precise nature, and of the extent to which they have been, or are proposed to be, carried, the information which has reached me is not as definite as is desirable. Independently of the supplies procured in other quarters

of the globe, it is known that measures, with this view, have been taken in France, and have met with the approbation of the Government, for furnishing their Colonies with labourers by "African emigration," as it is called; and that not only "freemen" may be engaged, but those "also who have been previously slaves." It is known that communications upon the subject have passed between the British and French Governments, and that the former "would not object to the French scheme, while the wants of British Colonies are being supplied by the Coolie trade." It is also known, that the British Government apprehending this process of supply might prove an "indirect obstacle" to the extinction of the Slave Trade, has proposed to the Government of France to substitute "Indian emigration for African emigration;" and that this suggestion is now a subject of discussion between the two Governments. Whatever guards may be thrown around this plan of agricultural relief, it is still a doubtful experiment, necessarily subject to great abuses. And this apprehension is confirmed by recent events, and, among others, by a statement made a few days since in the British House of Lords, where it was said, that "this system meant nothing more nor less than purchasing negroes on the coast of Africa, and pretending to ship them as free negroes." It was also said upon the same occasion, and by the same distinguished speaker, that there was a frightful mortality among these "emigrants," and that they were treated precisely as the slave-negroes used to be treated in the time of the old African Slave Trade. The Earl of Malmesbury said, that "between this new French plan of carrying free negroes and the old Slave Trade, there was a distinction without a difference; and he need not, he hoped, assure his noble friend that the Government would use all their endeavours to discourage the practice."

The inception and partial execution of these measures have produced an unfavourable impression, and have led to a fear in the public mind that the plan will practically prove to be but another form of slave-trading. Official reports have been received from the American African squadron confirming this opinion, and the Message of the President of Liberia to the Legislature, in December last, presents facts still further justifying the apprehensions to which this scheme has given rise. He states that its effects have already been felt, and that the measures have excited wars among the native tribes, with a view to the capture of prisoners, and their sale to the European adventurers.

But it is not at all necessary that I should enter into the consideration of these means of supply, except so far as they bear upon the question of the efficacy of a blockading squadron. For the subject has no other interest for the United States than as a general question, and, however extensive in its operation, still without peculiar application to them. They have no tropical colonies, reduced from a state of prosperity to adversity, and which they seek to redeem from this condition by the introduction of "involuntary emigrants," of any colour whatever, for the purpose of carrying on the labours of agriculture. They have no necessity, nor any design, to resort to other countries for a supply of forced labourers, whether coolies, or emigrants, or apprentices; or by whatever name denominated; or of any labourers who, if not compelled by actual force to enter into distant servitude, are compelled thereto by considerations little less voluntary, and in utter ignorance of the true condition into which they are about to enter. This state of things, while it offers no justification for the African Slave Trade, indicates a relaxation of public opinion, which has already made itself evident, and has led to measures which may impede the operations and efficiency of the squadron of observation and repression.

That this change of opinion, thus brought about, and the efforts to repair, in some way, the evils that are felt, have produced their effect upon public sentiment, is undeniable, and they may have operated, also, in some quarters, to diminish that repugnance to the Slave Trade which its nature, and the cruel circumstances attending it, are so well adapted to inspire. But, independently of the obstructions, both physical and political, to which I have adverted, and which stand in the way of the successful operation of the squadrons of suppression, there are important considerations, nearly connected with national rights, which offer still graver subjects for the consideration of this Government.

The Slave Trade has been recognized by the nations of the earth as a lawful commerce, from the earliest period of history. When a growing sense of its injustice became prevalent, in more recent times, and induced a very general desire for its abolition, measures were proposed by the British Government, and, to some extent,

carried into operation, which, if permanently established, might have destroyed the free commercial intercourse of the world.

Their character may be understood by the following remarks of that eminent Admiralty Judge, Lord Stowell, which are equally honourable to his wisdom and his independence. In the decision of the case of a French vessel seized upon the coast of Africa, he said, "No nation can exercise a right of visitation and search upon the common and unappropriated parts of the ocean, except from the belligerent claim. No nation has the right to force their way to the liberation of Africa, by trampling upon the independence of other States, on the pretence of an eminent good, by means that are unlawful, or to press forward to a great principle by breaking through other great principles which stand in their way." The principle involved in this assumption of power, was far more extensive than the immediate application. If established by force, or acquiesced in by general consent, it would have enabled every Government to denounce any branch of commerce—the Slave Trade, the opium trade, the trade in ardent spirits, or any other interchange of commodities unacceptable to it—and to take measures for its suppression. The United States early remonstrated against this dangerous pretension, and they have continued and made known their opposition to the claim of any right of search, whatever form this has assumed, or under whatever circumstances it has been exercised. And they were not alone; for the freedom of commerce found an earnest and able advocate in the British Parliament, in the person of the Duke of Wellington, who, in a debate in the House of Lords, on the 10th of July, 1839, said, "The clause in question made it lawful to detain any vessels whatever on suspicion on the high seas, and demand their papers; and the persons exercising such authority were, moreover, indemnified for all the consequences. Was it intended that the vessels of any Power in Europe might be searched, and afterwards allowed to proceed on their voyage, whether we had Treaties with such Powers or not? Such a law would be a perfect novelty in the legislation of this country, and the House ought well to pause before they adopted it."

Again, on the 10th of August, the Duke remarked, "It was well known that with the United States we had no Convention; there were indeed engagements, made by diplomatic notes, but nothing went to show the least disposition on their part to permit the right of detention and the search of papers; and if there was one point more to be avoided than any other, it was that relating to the visitation of vessels belonging to the Union. He warned Government not to proceed, but rather to issue an Order in Council or a declaration of war."

The Bill passed, however, notwithstanding the opposition of the Duke, who said "it still retained its criminal character—a breach of the Law of Nations," &c. And well did it deserve this condemnation; for it gave to the commanding officer of every cruiser the right to capture, and send in for adjudication, vessels engaged in the Slave Trade, "not being justly entitled to claim the protection of the flag of any State or nation;" thus constituting such naval officer a judge, with a jurisdiction as extensive as the high seas, to determine not merely the nationality of the vessel, and the object of her voyage, but whether she has violated the laws of her country, and by such violation has placed herself out of its protection, and at the disposition of every other Power.

Almost all maritime nations have been engaged in the Slave Trade, and there are everywhere persons who would yet prosecute it, if not deterred by the danger of detection and punishment. Undoubtedly a right vested in the armed cruisers of one State to stop and examine the merchant-vessels of another, might be so exercised as to contribute towards the suppression of the Slave Trade, as, indeed, its exercise might contribute towards the suppression of other crimes upon the ocean. But this power of armed intervention might also be exerted at the expense of the maritime rights of the world. Such an exercise of force, so liable to be abused, will never meet the concurrence of the United States, whose history abounds with admonitions warning them against its injuries and dangers.

They have no disposition to surrender the police of the ocean to any other Power, and they will never falter in their determination to enforce their own laws in their own vessels, and by their own power, and to oppose the pretension of every other nation to board them by force in time of peace.

Your Lordship, while stating that it is the habit of vessels upon the coast of Africa to hoist the American flag, as a protection against British cruisers, remarks, that "this precaution does not protect the slaver from visit, but it exonerates her

from search." The distinction here taken between the right of visitation and the right of search, between an entry for the purpose of examining into the national character of a vessel and an entry for the purpose of examining into the objects of her voyage, cannot be justly maintained upon any recognized principle of the Law of Nations. To the former, Lord Palmerston, in his correspondence with the American Minister at London, added that "the vessel must be navigated according to law." To permit a foreign officer to board the vessel of another Power, to assume command in her, to call for and examine her papers, to pass judgment upon her character, to decide the broad inquiry whether she is navigated according to law, and to send her in at pleasure for trial, cannot be submitted to by any independent nation without injury and dishonour. The United States deny the right of the cruisers of any other Power whatever, for any purpose whatever, to enter their vessels by force in time of peace. No such right is recognized by the Law of Nations. As Lord Stowell truly said, "I can find no authority that gives the right of interruption to the navigation of States upon the high seas, except that which the right of war gives to belligerents against neutrals. No nation can exercise a right of visitation and search upon the common and unappropriated parts of the ocean, except upon the belligerent claim."

The President of the United States, in his annual Message to Congress in December, 1841, denounced this pretension to detain and examine American vessels, as an interpolation into the Maritime Code of the world, to which the United States would not submit. The years which have passed since this authoritative declaration, marked as they have been by repeated violations of their flag and by repeated remonstrances against these aggressions, while they have added nothing to the strength of the claim, have served but to confirm this Government in their determination to oppose it. No change of name can change the illegal character of the assumption. Search or visit, it is equally an assault upon the independence of nations. Mr. Webster, in a despatch in which he investigated this subject, correctly observed that what in Great Britain and the United States is known as the right of search, is called by continental jurists the right of visit, and then added, "There is no such distinction as the British Government maintains between visit and search." And he further remarked, that the visitation of a vessel, to answer any valuable purpose, must often and necessarily lead, not merely to the sight of papers, perhaps carried with a view to deceive, and produced on demand, but to "a search for other papers," and an inspection of the "log-book, showing the previous course and events of the voyage," to an examination into "the language and general appearance of the crew, into the cargo on board, and the internal fitment and equipment of the vessel. These matters, it is obvious," he continues, "can only be ascertained by rigorous search." And the reasons originally urged by the British Government for the assertion and prosecution of this pretension, furnish, by their very nature, a powerful argument against its validity.

It was contended in its support that, without its exercise, the stipulations of certain Anti-Slave Trade Treaties (to which the United States were not a party) could not be enforced, and "that the present happy concurrence of the States of Christendom in this great object (the suppression of the Slave Trade) not merely justifies, but renders indispensable, the right now claimed and exercised by the British Government." And it was also contended that, without it, "even the laws of England might be set at defiance by her own subjects." And these considerations were formally presented to this Government by the British Government in justification of this attempt to change the Maritime Law of the world. But they are rejected by the United States, who claim inviolability for their vessels, and hold on to that great code whose integrity it is the interest of the strong, as well as the weak, to maintain and defend; and they deny the right of any Power, or of any partial combination of Powers, to interpolate into it any new principle, however convenient this may be found. And they derive neither confidence nor consolation from the assurance given to their Minister in London by an eminent British Statesman, at the head of the Foreign Office, that their vessels are not entered as their vessels, "nor is it as American that such vessels are ever visited." The immunity of their merchant-vessels depends upon the rights of the United States, as one of the independent Powers of the world, and not upon the purposes or motives of the foreign officers by whom it is violated. A merchant-vessel upon the high seas is protected by her national character. He who forcibly enters her, does so upon his own responsibility. Undoubtedly, if a vessel assume a national character to which

she is not entitled, and is sailing under false colours, she cannot be protected by the assumption of a nationality, to which she has no claim. As the identity of a person must be determined by the officer bearing a process for his arrest, and determined at the risk of such officer, so must the national identity of a vessel be determined, at a like hazard to him who, doubting the flag she displays, searches her to ascertain her true character. There, no doubt, may be circumstances which would go far to modify the complaints a nation would have a right to make for such a violation of its sovereignty. If the boarding officer had just grounds for suspicion, and deported himself with propriety in the performance of his task, doing no injury, and peaceably retiring when satisfied of his error, no nation would make such an act the subject of serious reclamation. It is one thing to do a deed avowedly illegal, and excuse it by the attending circumstances: and it is another and quite a different thing to claim a right of action, and the right also of determining when, and how, and to what extent, it shall be exercised. And this is no barren distinction, so far as the interest of this country is involved, but it is closely connected with an object dear to the American people—the freedom of their citizens upon the great highway of the world.

The British Government assume that an armed cruiser of their country, possessing a right, under the Law of Nations, to enter a merchant-vessel of another Power for a specified purpose, has the right also, such entry having been effected, to convert it to another and very different purpose, to the enforcement of the claims of Great Britain, without any avowed limitation of the extent to which this dangerous power may be carried. The consequences of such an authority, if once established, are too obvious to need examination, and would be too dangerous in their practical operation not to unite the other commercial Powers of the world in a firm determination to resist it. Should this claim of visitation become a part of the Law of Nations, it would enable a boarding-officer in all times hereafter, during both peace and war, as the claim has done before in time of war, forcibly to take the citizens of another Power from its own vessels, for the purpose of serving in the British Navy. But the principle of this inquisition and conversion is capable of indefinite extension, and in the progress of events may be used to subject the cargo as well as the crew to the claims and regulations of a foreign Power, thus destroying in effect the free intercourse of the world.

Your Lordship has communicated a list of vessels, said to have been American, and to have been engaged in the Slave Trade. This list I have no means of verifying, but the statement, even if accurate, would serve but to show that the laws of the United States are too often evaded or violated with impunity, as are the laws of every other country. There is one obvious remark, however, applicable to this branch of the investigation, which cannot have escaped your observation. The prosecution of the Slave Trade is now stimulated by extraordinary profits, and additional capital and enterprise are both embarked in its pursuit. No doubt many vessels, constructed in the United States, have been purchased by foreigners and employed in this Traffic. There is a class of American ships famed for their speed, and these are eagerly sought for this purpose. But as was well remarked by Lord Brougham, the people thus disposing of their property are no more answerable for the purposes to which it is devoted, than an English ship-builder who sold vessels constructed in his yard, which were afterwards dispatched to the coast of Africa. Our laws prohibit and provide severe punishment for the fitting out of vessels for the African Slave Trade, and the proper officers are instructed vigilantly to enforce their execution. But they often find it difficult to prove the object of the proposed voyage, and vessels no doubt escape detection, as well as condemnation, and proceed to sea from this absence of proof. And where is the country under Heaven whose laws are not set at nought in the search after gain, and rendered inoperative by the same difficulty of bringing the proof home to the offender? But when such vessels pass beyond the jurisdiction of the United States, and are sold, as they generally are, to foreigners engaged in this business, a very erroneous impression of the true state of things is produced, by formally enumerating them by name and by port as American vessels.

Upon this subject Commodore Conover reported from the African coast, in October last, that in a list of vessels captured by British cruisers, which was prepared by the Lieutenant commanding Her Britannic Majesty's steamer "Antelope," and delivered by Commodore Wise to Commander McBlair, are mentioned several Spanish and Portuguese vessels which "sailed under American colours, proving on

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examination, to have been fraudulently assumed." And Commodore Crabbe reported that in most, if not, all the cases in which the American flag is used in this Traffic, the vessels are manned, not by Americans, but by foreigners. And though some of these vessels may belong to American citizens, yet the information received at this department induces the belief, that, by far the greater portion are owned in Cuba, where many are fitted out and prepared for their work, and with a publicity which holds in contempt the illegality, as well as the immorality, of these expeditions.

I have no doubt but that your Lordship is correct in the statement that the American flag has been fraudulently assumed by the vessels of other nations engaged in this Traffic. It is an abuse to which all flags are liable, which is inseparable, indeed, from the freedom of the seas; and, in a debate in the British House of Lords on the 16th of March last, it was said by an eminent member of that body, "that the French flag had been made use of by Spanish slave-dealers to cover their nefarious Traffic."

It is quite probable that a more accurate examination than I have the means of making might show that vessels, English-built and English-owned, have also been employed in pursuing this illegal occupation. And I am justified in this suggestion by a fact which has just come accidentally to my knowledge. It is the prosecution in England of an English vessel which had been thus engaged. Since the receipt of your note, and while looking over the London "*Times*" of December 11, 1857, I observed the report of the trial of a vessel, the "*Newport*," for participation in this Traffic. It was before the Judicial Committee of the Privy Council, upon an appeal from the Vice-Admiralty Court of St. Helena, which had condemned the vessel. The ultimate issue is not stated, but there is no doubt of the guilt of the parties. Other similar cases might probably be found by even a cursory perusal of the published proceedings of the tribunals having jurisdiction over these subjects. Human cupidity is confined to no one nation, and it is too often gratified without regard to legal or moral duties; certainly without regard to political or geographical boundaries.

Some time since, in conversation, your Lordship remarked that the force which the United States were bound by treaty to employ upon the coast of Africa, had not always been maintained at its full complement. I was not aware of the fact till my attention was thus directed to it, but on making inquiry in the proper quarter, I found the statement was correct, and I found also, as I have already informed you, that the British Government were in the same predicament, their squadron not having always possessed the strength required by the Treaty. I assured you, also, that I could not ascertain the cause of this deficiency, but that the requisite appropriations had been annually made, and that care would be taken to prevent a similar accident hereafter. Your Lordship has thought it proper again to present this subject in a more formal manner, though, after the conversation which passed between us, and the assurances I gave, I did not suppose you attached sufficient importance to these accidental omissions to render a renewal of the subject necessary, more especially as Great Britain required similar forbearance on the part of the United States. Your Lordship has been unable to ascertain the cause of this failure on the part of your Government, but you conjecture that it may have been owing to the demands of the Crimean war, and to a change in the class of ships employed. Certainly, the instances of accidental non-compliance by the United States with the Treaty stipulations, some of which had occurred years since, and had passed without complaint, might be regarded with equal charity. Both parties have failed literally to enforce the Treaty, and the work of supererogation, in maintaining during some years a greater force than is required by it, and which is assumed by your Lordship as an equivalent, and may be so assumed by the United States, does not repel the charge of a non-compliance during other years when the force was less than the Treaty required. But I repeat the assurance already given that the requisitions of the Treaty will be faithfully observed by the United States so long as it may continue in force.

But while renewing this assurance, the President trusts that such instructions will be issued by your Government to the British naval officers employed upon this service, as will prevent all interference with American merchant-vessels, and thus prevent the recurrence of those causes of complaint which, during almost twenty years, have been often the subject of remonstrance upon the part of this Government. The United States have a legitimate trade with the Western Coast of Africa, which is already important and is annually increasing in value. The articles

exported from this country are exchanged for palm oil, ivory, hides, dye-woods, and other productions of that extensive region. Vessels lawfully engaged in this commerce, and approaching the suspected latitudes, become themselves suspected, and will be liable to vexatious interruptions, if this claim forcibly to board and examine them is once established. The evil has already been felt, and if the practice is not discontinued, it will go on increasing, not only in derogation of national rights, but to the serious injury, perhaps to the destruction, of this branch of American commerce. The very nature of these interruptions almost necessarily leads to abuses. The boarding officer is supported by a competent force while taking the command of a foreign merchant-vessel. He pursues his examination at pleasure, detaining the vessel if he thinks proper, and sending her in for trial if not satisfied. It is not necessary to pursue this recapitulation, as the circumstances attending these naval inquisitions are well known, and have been rendered familiar to the people of the United States by grave occurrences in their history. Such vexatious interruptions would go far towards the annihilation of the growing commerce between the United States and Africa, leaving it to be pursued by the more fortunate adventurers of other nations not exposed to similar obstructions. And the interruptions may be accompanied by circumstances little compatible with the continuance of those friendly feelings which now happily unite our respective countries. An occurrence of this nature has just taken place, if the report from Savannah, now going the round of the papers is correct, that an American vessel, the "*N. B. Borden*," engaged in a lawful trade, was fired at by the British steam-vessel of war, the "*Styx*," on the high seas, off the coast of Cuba, and forcibly detained and examined. The report may be incorrect, but I have written for the necessary information, and if I find, when received, that it corroborates the published statement, I will communicate the result to your Lordship, with such representations as the circumstances may call for. But it is obvious that a serious collision may occur at any time when a British armed vessel meets an American merchantman, so long as this pretension is exercised.

Your Lordship disavows, on the part of your Government, the right of British cruisers to detain an American vessel, even if found engaged in the Slave Trade. In view of this disavowal, I am at a loss to comprehend why an American vessel, when detained upon the high seas, should destroy the evidences of her nationality, and suffer herself to be captured, when, by maintaining her true character, she would be beyond the control of any cruiser, except one of her own nation. A despatch from the commanding officer of the American squadron upon the coast of Africa, Commodore Conover, to the Secretary of the Navy, dated October 19, 1857, throws light upon this subject, and shows the danger of abuse which surrounds this whole matter. He states that American vessels employed in the Slave Trade have been encouraged by the officers of British cruisers to throw their papers overboard, in order to avoid the punishment of death, and have been thus taken without any evidence of nationality. The reason assigned for this procedure is said to be, that the punishment of this offence, by the laws of the United States, being death, persons found committing it, under the American flag, if they cannot escape, prefer to be captured by a British cruiser, with the chance of impunity, or, at any rate, of a less penalty than capital punishment. The crew is landed upon the nearest part of the coast, while the vessel is sent to an Admiralty Court for condemnation, and the proceeds, or a considerable portion of them, distributed as prize money, and an allowance made for each of the captured slaves. And such slaves, it is understood, are transported under prescribed regulations, defining their condition, to the British tropical possessions in America. How far these regulations may afford adequate protection to the imported labourers I have not the means of judging; but I observe it was stated by high authority in the British House of Lords on the 16th of March last, and not contradicted, that a law had been passed in the Island of Jamaica, called a vagrant law, the real object of which was to reduce the free negroes in the island to slavery.

Commodore Conover states that, till he ascertained the existence of this practice, he could not account for the numerous cases of vessels, "without flag or papers," taken by British cruisers. And I observe, in the list of vessels reported by your Lordship to have been captured, that some of them are stated to have had no papers. The papers were, no doubt, in some instances, disposed of in the way and with the view described by Commodore Conover. The following extract from his report will explain as well the abuses as the dangers of this armed interference by

foreign cruisers with American vessels; and it shows, also, that, sometimes, the condemnation of the vessel is a nearer object than the punishment of the crew.

After reporting the capture of the "*Bremen*," bearing the American flag, Commodore Conover says, that "this seizure appears to me only an instance of the method usually adopted by Her Britannic Majesty's cruisers on this coast to secure as prizes American slavers, and may serve to explain what before seemed very strange, that so many vessels should be reported by the British Commanders as having been captured without flag or papers."

Commodore Conover also inclosed the report of Commander Mc Blair, commanding the United States' sloop of war the "*Dale*," who had sent two of his officers, Lieutenants Pelot and Davidson, to Commodore Wise, in command of the "*Vesuvius*," by which vessel the "*Bremen*" had been captured, in order to ascertain the true circumstances of the case. Commander Mc Blair reported that Commodore Wise said to Lieutenant Pelot, that when the "*Vesuvius*" neared the "*Bremen*," this latter vessel "hoisted American colours, and hove-to. Commodore Wise boarded her in person; and having reason to suppose that the vessel was engaged in the Slave Trade, informed her commander, who appeared to be a Portuguese, that it was his intention to take the vessel, and that he did not wish to see her papers; at the same time giving him his choice whether to be taken under the American flag, or otherwise. The captain made some unintelligible expression about being taken as a pirate, and the mate hauled down the colours immediately. The papers were then thrown overboard, and the vessel was seized as a prize, 'without colours or papers.'

"The officers and crew of the vessel, with the exception of the cook, were landed on the nearest part of the coast, and she was sent to Sierra Leone."

Commander Mc Blair also reported that Lieutenant Davidson asked Commodore Wise whether, in the event of his meeting with an American slaver, under American colours, and bearing genuine papers (which, of course, she would have obtained when she cleared for other purposes than slaving), he would use means to induce the captain to throw his colours and papers overboard. He replied, "Well, I might stretch a point, and tell the captain the '*Dale*' was just near at hand."

Commodore Conover immediately addressed a letter to Rear-Admiral Sir F. W. Grey, the British commanding officer upon the station, protesting against this action of Commodore Wise, as an interference with the rights of Americans to take and bring to merited punishment those who, while they bear the flag of the United States, offend against its laws; and protesting against it also for other just reasons, which he urges, growing out of this assumption of power. I do not doubt but that this subject will engage the attention of your Government with a view to the correction of the evil.

I have already informed your Lordship that I have not the means of verifying the lists of the vessels which you have transmitted, or of ascertaining whether the rights of the United States may have been violated by the capture or condemnation of any of them. But the circumstances reported in your letter of January 17, 1858, respecting the vessel the "*Louis McLane*," are sufficiently grave to call for an investigation. You state that this vessel, sailing under the American flag, was captured by Her Britannic Majesty's cruiser the "*Alecto*," and that her papers were "of a character so fraudulent or imperfect as to constitute no evidence of American nationality."

It is not shown what was the nature of the papers, nor in what the fraud or imperfection consisted. I am at a loss, therefore, to understand the ground of justification for the capture of this vessel, more especially as she sailed with regular papers, furnished by the Collector of New Orleans, and I can perceive no motive the captain could have had to replace these by fraudulent or imperfect papers, while still claiming American nationality. When I received your Lordship's letter calling my attention to this case, I communicated a copy to the Collector, requesting from him the necessary explanation. He informed me in answer, that having reason to suspect the illegal destination of the "*Louis McLane*," he caused her to be watched; but not being able to procure the necessary proof for her condemnation, he granted her a regular clearance; and, at the same time, agreeably to previous arrangements, he telegraphed to the captain of the revenue cutter stationed at the mouth of the Mississippi, instructing him to overhaul the "*Louis McLane*," and to examine her thoroughly, and, to adopt the words of the report, "if he found evidence to justify the suspicions I had entertained, to take charge of the vessel, and bring her back to the city."

The result was, the arrest of all the persons on board, the return of the vessel, the discharge and careful examination of her cargo, the examination of the vessel and her equipments by several experienced shipmasters, some of whom having been on the coast of Africa were competent judges, and the institution of legal proceedings against both the vessel and the parties arrested.

In these proceedings every effort was made by the most careful and constant attention to the subject, to convict the parties accused, and to condemn the vessel. The accused were defended by able counsel, and released in the preliminary examination, and in the action against the vessel; although to my mind the evidence was conclusive, the Government failed to obtain a verdict. This case was, however, so clear, that an appeal was taken from the United States' District to the United States' Circuit Court, while the vessel, released on bonds, proceeded to sea. I append a copy of the letter, not merely as an act of justice to the Collector, but also because it shows the zeal and efforts which are used to enforce the laws upon this subject, and the difficulties the officers have to encounter. The Collector, as your Lordship will observe, desires copies of the papers to which he refers, as they may be useful in the further judicial proceedings at New Orleans, touching the "*Louis McLane*."

If in your Lordship's power, I should feel obliged if you would have the copies forwarded to this Department, as it is important that the circumstances of this capture should be fully known to the Government, that such measures may be taken, with relation to it, as the facts, when disclosed, may call for. The papers will ultimately be forwarded to the Collector.

In conclusion, I am instructed by the President to inform your Lordship, that while he is determined to execute the Treaty of 1842 with fidelity and efficiency, he is not prepared, under existing circumstances, to enter into any new stipulations on the subject of the African Slave Trade.

I have, &c.
(Signed) LEW. CASS

Inclosure 2 in No. 1.

Mr. Hatch to General Cass.

*Custom-House, New Orleans,
Collector's Office, March 18, 1858.*

Sir,

I HAVE the honour to acknowledge the receipt of yours of the 8th instant, with the inclosed communication from Lord Napier, Her Britannic Majesty's Minister in this country, in reference to the recent revival of the African Slave Trade, under the fraudulent assumption of the United States' flag, and referring to the departure of the "*Charles*," of Baltimore, from this port, with which censure is attached to the customs authorities, "for permitting this vessel to clear with a manifest that might justly have excited their suspicions."

In cheerfully acceding to your request for any information on the subject, I have the honour to state that, by a reference to the files and records of this office, I find that the "*Charles*" cleared from this port on the 28th of March, 1857, three days before I assumed the duties of the office of Collector.

In examining these documents, I find reference is made to the capture on the coast of the schooner "*LouisMc Lane*," and as this vessel cleared from this port during my administration, I deem it proper to state the facts connected with this case, which are as follows:—

In the month of April 1857, the schooner "*LouisMc Lane*" changed owners in this city, and obtained a register from this office. Some circumstances connected with the change of ownership, and the loading and arrangements of the vessel, excited my suspicions that she was designed for the African Slave Trade; that, in order to obtain evidence sufficiently positive for legal action, I caused her to be closely watched; but though the information thus obtained was convincing to me, it was not of a character that would be available in a legal prosecution. With the desire, therefore, to accumulate evidence and to confirm my suspicions, by enabling the vessel to complete her equipments, I deemed it advisable to grant her a clearance, which I did on the 1st of May, 1857. And having previously communicated with the commander of the revenue cutter, stationed at the mouth of the river, and prepared him for the duty to be discharged, I, immediately on granting the

clearance, telegraphed to the captain of the cutter to overhaul the "*Louis McLane*," on her reaching the mouth of the Mississippi river, to examine her thoroughly, and if he found evidence to justify the suspicions I had entertained, to take charge of the vessel and bring her to the city.

The result was the arrest of all the persons on board, the return of the vessel, the discharge and careful examination of her cargo, the examination of the vessel and her equipments by several experienced persons, some of whom having been on the coast of Africa, were competent judges, and the institution of legal proceedings against both the vessel and the parties arrested.

In these proceedings every effort was made, by the most careful and constant attention to the subject, to convict the parties accused, and to condemn the vessel.

The accused were defended by able Counsel, and released on the preliminary examination; and in the action against the vessel, although to my mind the evidence was conclusive, the Government failed to obtain a verdict.

This case was, however, so clear, that an appeal was taken from the United States' District to the United States' Circuit Court, while the vessel, released on bonds, proceeded to sea.

As the appeal case is yet undecided, and I deem it exceedingly important that every possible effort should be made to obtain a verdict, I would respectfully solicit the assistance of your Department in obtaining from Her Britannic Majesty's Minister, at as early a date as possible, an authentic copy of the proceedings of the Court which condemned the "*McLane*" (if she has been condemned), or any facts that may be used as evidence in the prosecution of this case.

Although in our community there are many whose sympathies are elicited in favour of the revival of the African Slave Trade, and others who are reluctant to punish offenders on suspicions, be they ever so strong and well-sustained, for which reasons it is exceedingly difficult to obtain a verdict before a jury; yet, the charge of laxity, or even lukewarmness on this subject, among the officials of the Government, is without reason or foundation, and I am satisfied that my official colleagues as well as myself have been active, vigilant, and energetic, in the endeavour not only to discover attempts at violations of our laws prohibiting the Slave Trade, but also zealous in their efforts to obtain evidence to insure conviction and condemnation, in cases where arrests have been made, or proceedings instituted.

It shall continue to be the special care of this Department to scrutinize the manifests of all vessels to which the slightest suspicion may attach of their being connected with this Traffic, and adopt the most prompt measures to preserve the enactments of Congress on this subject from violation.

Any information that I may obtain relating to this subject, shall be most cheerfully placed at the disposal of the Department of State.

I am, &c.
(Signed) F. H. HATCH, *Collector*.

Inclosure 3 in No. 1.

Lord Napier to General Cass.

Sir,

Washington, April 16, 1858.

I HAVE the honour to acknowledge the receipt of your note of the 10th instant, relative to the prosecution of the African Slave Trade under the fraudulent assumption of the American flag, and respecting the course adopted by Her Majesty's Government and the British cruisers in the repression of this nefarious Traffic. Your remarks will be transmitted for the consideration of Her Majesty's Government.

With reference to the case of the "*Louis Mc Lane*," to which you have particularly alluded, I learn from the correspondence forwarded to Her Majesty's Legation that this vessel was detained, by Her Majesty's ship "*Alecto*," on the ground that her papers were imperfect, or fraudulent, and under the conviction that she was not justly entitled to the protection of the flag which she had adopted, being deficient in various particulars requisite to confer a character of nationality.

The suspicions of the Commander of the "*Alecto*" were immediately justified by the conduct of the master of the slaver. He threw his papers and colours overboard, and surrendered himself as a lawful prize, making declaration that he

was engaged in the Slave Trade, as appears by the document bearing his signature, of which copy is inclosed herewith. The name of the vessel was verbally conveyed to Commander Hunt previous to her detention. She is stated to have been a schooner of 176 tons burthen, American measurement. It may not be easy now to obtain an accurate report of the defect in her papers, as the latter have perished by the act of the master; but I will lose no time in making a communication of your wishes on this subject to Her Majesty's Government, in order that the proceedings of the Federal authorities at New Orleans may be conducted with all the information which we are enabled to supply.

I have, &c.
(Signed) NAPIER.

No. 2.

Mr. Dallas to the Earl of Malmesbury.—(Received June 1.)

My Lord.

REFERRING to our conversation of this morning, I have now the honour to comply with your Lordship's request, by inclosing a copy of the despatch received by me on Friday last from the Secretary of State at Washington, to which despatch were annexed the Consular report and affidavits, whereof copies were left with your Lordship.

I beg, &c.
(Signed) G. M. DALLAS.

Inclosure 1 in No. 2.

General-Cass to Mr. Dallas.

Sir,

THE accompanying papers, copies of the originals, which have been just received, will make known to you another outrage committed against the rights of the United States by a British armed vessel, which calls for the immediate attention of the British Government. I am persuaded that if the occurrences took place as they are stated, the conduct of the British officer will be disavowed and condemned.

I beg you would communicate to Lord Malmesbury the earnest desire of the President that this practice, which seems to become more prevalent, of detaining and searching American vessels, should be discontinued, and that the most peremptory orders for that purpose be given and enforced. Such a measure is called for by important considerations, which will readily occur to you. While this Government is determined to use all proper exertions for the suppression of the Slave Trade, it is not less desirous that the just immunity of the vessels of the United States upon the ocean should be preserved. Whatever may have been the true objects of the voyage of the "Cortez," if she had papers showing her American character, she was subject neither to search nor capture by a British cruiser. I do not doubt but the facts reported will be fully investigated by order of the British Government, and proper measures taken to prevent the recurrence of a similar act hereafter.

I call your attention also to the circumstances reported by our Consul-General at Havana, showing the existence of a kind of police system, by which American vessels in that port are watched and interfered with, and have to request that you would bring the matter to the attention of the Earl of Malmesbury, with a view to the correction of the evil.

I am, &c.
(Signed) LEW. CASS.

Inclosure 2 in No. 2.

*Mr. Blythe to Mr. Appleton.**Consulate-General of the United States,
Havana, April 29, 1858.*

Sir,

I HAVE received definite information that the schooner "Cortez," of New York; James M. Durand, master, was captured by the British screw gun-boat "Forward," on or about the 15th instant, about half way between Havana and Matanzas, at a distance of about thirty-five miles from the Cuban coast. Before proceeding to give such facts in relation to her seizure as have come to my knowledge, I will premise by stating that for some time past a number of British gun-boats, and other larger vessels of war of that nation, have been very active in cruising for slavers, both on the north and south side of this island.

Many complaints have been made to this office by American masters, that these British men-of-war have exercised about the vessels under their command in this harbour, a system of espionage, exceedingly annoying to them in their business, and, from the manner in which it has been done, insulting to their national feeling. Whilst two of these British war-ships were in this port (I learn from American masters then taking on freight), they were in the daily habit of sending their boats around the harbour, and stationing them near such vessels as were lading; that they would carefully note every article taken on board, and in some instances were so pertinacious in their surveillance as to put themselves in the way of the lighters bringing cargo.

The American brig "A. A. Chapman," engaged as a regular packet between this port and New Orleans, was thus annoyed on her last visit here. Her commander complained at this office on the eve of his departure, and expressed apprehension that he would be followed out to sea and boarded: a rumour was in circulation that she was boarded after leaving the port. I had no means of ascertaining the truth of the rumour, but presume, if it was true, the fact was reported at the Custom-house in New Orleans.

A few days after the "Chapman" left, the "Brownsville," Captain Simpson, engaged in the same trade, presented a similar complaint, alleging that a British man-of-war's boat lay constantly by him, watching everything that went on board, and interfering with his launches.

I present these facts, as they are the subject of much conversation in shipping, and have caused great indignation among American citizens here.

The "Cortez" arrived here on the 20th of March from New York, under the command of her sole owner, Adam A. Smalley. On the 27th he appointed his mate, James M. Durand, master of the schooner, and executed at this office, in favour of said Durand, a power of attorney, authorizing him to sell the schooner if he could, or charter her. She cleared at this office on the 13th instant, for Annobon, with an assorted cargo, and sailed on the next morning. The parties interested in the cargo have since furnished me the charter-party and bill of lading, which I herewith transmit to the Department.

Learning that several of the crew and passengers had arrived here, and desired to make their complaint at this office, I caused them to come before me that I might receive their statement of the facts under oath. I transmit to the Department the testimony of the mate, three of the seamen, and three of the passengers. I learn that the passengers, who say a large amount of money was taken from them, purpose presenting a demand for its restitution, and for damages, through this office. When they present themselves for that purpose I will, of course, receive their protest, and forward it to the Department.

Captain Durand's conduct, as disclosed by the testimony, seems to have been very strange. It seems to be the fixed opinion of the mate that he sold the vessel for a consideration. What were the contents of the paper which the mate and men say was signed by the captain, I have not been able to ascertain. If the vessel was bound on a slave-voyage, then the captain should certainly be punished for prostituting the flag of our country to such a purpose; if she was not, and her commander so represented her for a consideration, then he is equally guilty, and should certainly be punished.

Since the occurrence, I have conversed with a respectable and intelligent American merchant of Matanzas, Mr. Roger Horner, who met the commander of the gun-boat "Forward" in that city, and assured me that that officer had stated to him that

the "Cortez" had neither papers nor flag; this statement, of course, is untrue. The mate and men all state that the flag was exhibited, and the papers produced, examined, and copies of them taken. If these men have perjured themselves, and no papers or flag were exhibited, then it would show collusion between the commander of the "Cortez" and the person seizing her, as the "Cortez" certainly took from this office regular papers. I learn from the same gentleman, Mr. Horner, that the master of the "Cortez" has sailed from Matanzas to the city of New York. In any view of the conduct of this man, the propriety of an investigation is manifest.

Since I commenced this communication, Captain Saml. Tebbenham, master of the barque "Glenburn," of Richmond, has arrived in port, and complains that on the 15th instant, whilst on his passage from Antwerp for this port, he was stopped by Her Britannic Majesty's steamer "Basilisk," and boarded by one of her officers, accompanied by a detachment of men; the officer asked him the particulars relating to his ship, and stated to him that he had orders from the Admiral at Jamaica to board every vessel found in the neighbourhood of the coast of Cuba. I will transmit by next mail his sworn statement of the facts.

I content myself, and deem that therein I have done my whole duty, in presenting a simple statement of such facts as have come to my office. I make no suggestions concerning the right of foreign men-of-war to visit or detain, at sea, vessels bearing the flag of the United States.

Under any circumstances I would doubt the propriety of discussing such principles in a communication to the Department. Under existing circumstances, I conceive that it would not only be supererogatory, but presumptive on my part, as it is a subject with which the Chief of the Department is believed to be more conversant than any living statesman.

I have, &c.
(Signed) A. K. BLYTHE, *Consul-General.*

Inclosure 3 in No. 2.

Depositions, &c.

*Consulate-General of the United States of America,
Island of Cuba.*

ON the day of the date hereof, before me, Andrew K. Blythe, Consul-General of the United States of America for the Island of Cuba, residing at Havana, personally appeared Don Antonio Flores, Antonio Perez, and Miguel Soler, all Spanish subjects, who stated that they were passengers on board the American schooner "Cortez" from the port of Havana, and having been compelled to return here, they wished to give their deposition under oath, and requested me to receive their depositions. The said appearers being therefore sworn according to law, declared and deposed as follows:—Don Antonio Flores saith, that he took passage with a regular passport from the Superior Government of Cuba, in the American schooner "Cortez," from Havana to the Spanish Island of Annobon in the African sea; that he sailed in said vessel from Havana, and when off Jaruco, a British screw gun-boat called the "Forward" overhauled the vessel; that he was conducted on board the British vessel, and three days after the British vessel anchored off Cayo Piedra, near Cardenas, where he was deprived of his best clothes, his money (2,000 dollars), his passport, and other effects, by the people of the British gun-boat, and then made to land upon Cayo Piedra; that this was done in the presence of the pilots of the port of Cardenas, who afterwards conducted him to Cardenas; he was put on shore on last Sunday the 18th instant.

(Signed) ANTONIO FLORES.

Don Antonio Perez saith, that he took passage in the American schooner "Cortez" with a passport signed by the Governor-General of Cuba, countersigned by the Political Secretary, bound to Annobon; that the said schooner was overhauled off Jaruco by the English gun-boat "Forward" on the 16th instant; that himself and other passengers were conducted on board the gun-boat, and three days after landed upon Key Piedra about four leagues from Cardenas; that there himself

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and others were robbed of almost everything they possessed by the people of the gun-boat—that he was robbed of the best portion of his clothes, his money (6,000 dollars), his passport, and other property; and the only thing that they returned to the passengers was their watches: that all this took place in the presence of many persons; and himself and the other passengers, and the mate of the schooner, were put naked and searched in the presence of a large number of persons; that he, as well as the others, were treated with the greatest indignity; and the commander of the gun-boat was dead drunk at the time—the British officers behaved more like Vandals than civilized men; that finding himself landed upon the key, he accepted the kindly offer of the Cardenas pilots, who took him and the other passengers to Cardenas, from whence they came to Havana.

(Signed) ^{his} ANTONIO ✕ PEREZ.
mark.

Don Miguel Soler saith,—Myself and other passengers left this port of Havana with regular passports for Annobon. When off Jaruco the 16th instant, the American schooner "Cortez," upon which we were, was visited, searched, and captured by the British gun-boat "Forward." Myself and the others were made to go on board the gun-boat, where we were obliged to take off our garments and shoes, and searched, and otherwise treated with very great indignity. On the 19th, off Cayo Piedra, everything of value that we possessed, excepting the worst portion of our clothes, and our watches, were taken from us. I was robbed, amongst other things, of 422 Spanish doubloons, by the people of the "Forward," and then set on shore. The captain of the "Forward" was so drunk at the time that he could scarcely walk the deck of his vessel. The pilots of the port of Cardenas who witnessed the whole transaction above recited, gave him a passage to Cardenas, from whence he came to Havana.

(Signed) MIGUEL SOLER.

In testimony whereof I hereunto set my hand and affix my official seal, at Havana, this 24th day of April, 1858.

(Signed) A. K. BLYTHE,
By Thomas Savage,
Deputy Consul-General and Interpreter.

Shipped, in good order and well-conditioned, by Francisco García, on board the American schooner called the "Cortez," whereof is master for this present voyage, S. Durand, now lying in the port of Havana, and bound for Annobon, to say:—

- 70 Bags of rice.
- 20 Barrels of beans.
- 40 Barrels of bread.
- 10 Kegs of lard.
- 20 Jars of olive oil.
- 8 Boxes of cod fish.
- 1 Iron kitchen.
- 3,000 Feet of pitch pine.
- 5 Barrels of wine.
- 40 Pipes of white rum in halves and quarters.
- 60 Empty hogsheads.

Being marked and numbered as in the margin, and to be delivered in the like good order and condition at the aforesaid port of Annobon (the dangers of the seas only excepted) unto Mr. José de Silva, or to his assigns, he or they paying freight for the said goods 2,000 dollars, with 5½ primage and average accustomed.

In witness whereof, the master or purser of said vessel hath affirmed to three bills of lading; all of this tenour and date, one of which being accomplished, the others to stand void.

Dated Havana, the 13th day of April, 1858.

(Signed) JAMES M. DURAND.

Charter-party.

It is this day mutually understood and agreed upon, between James M. Durand in behalf of the owners of the American schooner "Cortez," of 176 tons, whereof James M. Durand is master, now lying in the port of Havana, on the first part, and Francisco Garcia, merchant, on the second part, as follows:—That the said vessel being tight, staunch, strong, and in every respect fitted for the intended voyage, Captain Durand shall receive on board said schooner a full cargo, to consist of such goods or merchandise as the charterer may see proper to send in her (legal goods or merchandise is understood), which shall not exceed what she can reasonably stow and carry, over and above her tackle, apparel, provisions, and room sufficient for the accommodation of the officers and crew, and which cargo the said parties of the second part hereby agree to furnish at Havana.

The said vessel being so laden, Captain Durand shall, with all possible despatch, make sail for the port of Annobon for orders, and on his arrival at the port of discharge, make a true and faithful delivery of the cargo according to custom and the bills of lading, to the charterer's agent.

In consideration whereof, freight shall be paid on right delivery of the cargo at the rate of 4,000 dollars cash at Havana before the departure of the vessel, and 3,000 dollars on her return voyage to a port in the Island of Cuba.

The lay-days shall be as follows:—Fifteen running-days, after the expiration of which time demurrage shall be paid, at the rate of 25 dollars for each and every day as it may become due.

The cargo shall be taken in and discharged according to custom of the respective ports of loading and discharging, at the charterer's expense. The vessel shall be consigned at Annobon to the order of the said merchants, paying no commissions.

It is further understood and agreed upon, that on arrival at Annobon, and after delivery of cargo, Captain Durand will receive on board such cargo of goods as the charterer's agents may give him, and, should they see proper to load the vessel with copper-ore, oils, hides, &c., and send her to a port in the United States, they may do so by paying the same sum stipulated for a port in Cuba.

And for the due performance of the several Articles of this Agreement, the respective parties do hereby bind themselves, their heirs, executors, administrators, and assigns, in the penal sum of 4,000 dollars—restraint of rulers, the acts of God, pirates, enemies, and all and every of the dangers of the seas, rivers, and navigation, of whatever nature and kind, always excepted.

In testimony whereof the respective parties have hereunto set their hands, in Havana, this 29th day of March, in the year 1858.

(Signed)

JAMES M. DURAND.
FRANCIS GARCIA.

Received, Havana, April 13, 1858, from Don Francisco Garcia, four thousand dollars in payment for my outward voyage, as per charter-party.

\$4,000.

(Signed)

JAMES M. DURAND.

*Consulate-General of the United States of America,
Island of Cuba.*

Information having reached this office that the American schooner "Cortez," of New York, James Durand, master, which sailed from this port on the 14th instant, bound to Annobon, was captured on the 15th instant by the screw gun-boat "Forward" (British), off the Island of Cuba; and learning that her first officer and a portion of her crew had reached Havana, I have caused such of them as could be found to come before me, who being sworn on the Holy Evangelists of Almighty God to speak the truth, the whole truth, and nothing but the truth, depose and say as follows:—

William Archbold, being first examined, saith—

"I am a citizen of the United States, having been naturalized in Philadelphia. I was chief mate of the schooner 'Cortez,' of New York, on the voyage she undertook from Havana, whence she sailed on the 14th of the present month. I was regularly shipped at Havana; and my understanding on shipping was, that the vessel was going on a lawful trading voyage to the coast of Africa. We left Havana in tow of a steam-boat on the morning of the 14th. The crew consisted

of the captain, myself, the cook, and four men before the mast: there were eight passengers on board. On the day following, at half-past 9 A.M., a British man-of-war, that had been in sight of us that morning, fired a gun, when we immediately hove-to. She had her ensign up, and we set our own colours. We laid to until the man-of-war, which proved to be the British screw gun-boat "Forward," came to us. We were about halfway from Havana to Matanzas, and distant some thirty-five miles from the Cuban coast; the top of the Pan of Matanzas was visible. The captain of the man-of-war boarded us, and demanded of Captain Durand to see his papers. Captain Durand presented his papers; our colours were up at the time. He examined the papers, and found some fault with them; I do not know what he objected to, but it was mostly in relation to the passengers. The British officer took copies of all the schooner's papers. Our captain at the time did not know that the British officer was the Commander of the gun-boat, and said to him, 'You now have copies of my papers; take them to your Captain, and he will find them correct,' or words to this effect. The captain of the man-of-war returned then to his vessel, and remained there for a short time. When he returned he informed Captain Durand that the schooner was a prize, as she was bound on the Slave Trade. He stated that he had received information before we left the harbour of Havana, and that he knew us as soon as he saw us. Captain Durand told me to haul the colours down. I obeyed his orders. I then asked, 'How do we stand now, when our colours are down?' The Captain of the man-of-war told me he would take us as pirates. I then requested Captain Durand to allow me to set our colours again, for I had shipped upon a lawful voyage, and wished to be taken as such, and I did not consider any foreign man-of-war in the universe had any claim to us. With Captain Durand's permission I again set the colours. Durand then called me down in the cabin to ask my advice. I advised him not to haul down his colours, as his papers were in order, and that the object of the British officer was to frighten him to do things that were not right. I said also that if the British cruiser took charge of our vessel, let the British officers haul down the colours themselves. Captain Durand then made some remarks about the consequences of being taken with American colours, such as being taken to Baton Rouge. He said his papers were all false, and that there was not a correct account of the passengers. I told him to take no notice, for if a British cruiser can take an American vessel for not having a correct account of the passengers, then almost every passenger carried could be taken. He also advised me to let things go on, that we would be taken to Jamaica, and as we had received our money, we need not care for the Spaniards. I refused to accede to his request, and demanded of the captain of the man-of-war to take me to Havana. He answered, No, for if I take you to Havana, I can do nothing with you there. He then took Captain Durand down into the schooner's cabin, and remained there for some time. I was not present during their interview in the cabin. Captain Durand came upon deck, and ordered me to haul down the colours, which I did. Captain Durand ordered me to lay there until he came back, and then, with the British captain, he proceeded on board the man-of-war in her boat. Captain Durand remained absent some twenty minutes. While he was away I told one of the crew to tell the passengers to look out for themselves, for I thought the captain was going to sell the vessel. When Captain Durand returned on board with the British captain I was aft, by the wheel. He told me, I am no longer in charge; I have no longer any control over you; this man is your master; you must obey him, pointing to a master, who, with six man-of-war sailors, had been left on board. I said that I had been lawfully shipped at the American Consulate; that the ship, so far as I was aware, had been lawfully cleared, and was bound on a lawful voyage, and that I would obey no man from a British cruiser, or of any other foreign nation; that I shipped under the American flag, and would go under no other. The British master then said, If you will not work, I will send you on board the man-of-war. I told him if he took me out of the schooner it would be against my will. Captain Durand remarked, "If you go with those damned Spaniards they'll put a knife in you." The passengers had previously been taken out and conveyed to the man-of-war, and, as I refused to work, I was also sent on board the gun-boat, where I was put in irons. When I was in irons the captain of the man-of-war offered me the sum of 500 dollars, provided I would sign a paper certifying that I was going upon a slaving voyage to the coast of Africa, and he would release me from the irons, and land me wherever I liked; and said that if I would not do it, that as I was an Englishman, as Captain Durand had told him, he would keep me on board the gun-

boat, and I was liable to be hung, "for I will not let you go on shore, for if you go to Havana you will make plenty of trouble for me." I had some other words with him. He threatened "to heave four dozen into me," if I would not sign the paper. I refused to sign it, and demanded that he should land me where I could get to my Consul; he made me the same offer a second time; he even put one of his engineers to get me drunk, and furnished liquor of all kinds, but I was aware of his object, and took care of myself. When Captain Durand came on board the man-of-war he was much intoxicated, and told the English captain to secure me, saying I was a great ruffian, and would knife every man on board. The English officer and myself again had a quarrel, because he accused me of having money in my pocket which I had received as a bonus for engaging upon an unlawful voyage. I told him he was a liar; that I had received one month's advance, and that I had been paid off in Havana from the vessel in which I had come with 280 dollars. The British officers took away from me seven Spanish doubloons, and almost everything I had. I was robbed by the British sailors; so were the passengers. The British captain was so drunk that he could hardly stand. In the meantime we had got to Cayo Piedra, off Cardenas, where I was sent on board a Spanish steam-boat bound to Havana. I left Captain Durand on board the gun-boat; the passengers had been put on board a pilot-boat; the British captain first gave me one doubloon, and, upon my remonstrating with him, he gave me another. He was drunk, very drunk. One pair of shoes was returned me also. Almost everything else was taken from me. When the British captain first came on board the "Cortez" he was not drunk, but he soon after became intoxicated, and continued so until I left him. Captain Durand was kept in the same condition; the rest of the officers and crew of the "Forward," with one or two exceptions, were also drunk, and behaved more like pirates and thieves than men belonging to a war-vessel. I arrived in Havana the 23rd; two of our crew came with me in the steam-boat; another was sent with the passengers on board the pilot-boat; the steward and one man remained on the "Cortez." I do not know what amount of money was taken from the passengers, but it was a large sum. The passengers and myself were made to strip almost naked on the man-of-war, and our persons were carefully searched; four of the passengers were put in irons, the rest were not, and we got very little food, and that not of the best kind.

(Signed)

WM. ARCHBOLD.

William Green, being next examined, saith:—

I shipped in New York as seaman on board the schooner "Cortez," of that port; from thence we came to Havana, where we remained several days, and again sailed from Havana, on the 14th instant. I am a Swede by birth; I was aware when leaving this port, that we were bound to Africa, and understood and believed we were going on a lawful trading voyage; the second day out, an English man-of-war, the gun-boat "Forward," fired a gun, hoisted her ensign, and made us heave-to; we hoisted our colours, and hove-to, when a boat from the man-of-war, with her commanding officer, boarded us. After a while the captain of the "Cortez" had the flag hauled down, gave up his vessel, and left us in charge of the British officer; the mate said that he would not be taken as a pirate, and hoisted again the American colours; subsequently our captain came to us, and asked us, what we would prefer? to go in the vessel to Port Royal, or be transferred to a steam-boat, and landed in Havana or Cardenas, or taken to Key West, at which last place, if we were taken there, we should be put in the chain gang for three years. He said if we would go to Jamaica, we could stay by the vessel; so we staid by her, until some few days after she and the gun-boat came to an anchor near the light-house off Cayo Piedra, outside the Bay of Cardenas; myself and the rest of the crew were taken on board the man-of-war. The next day the steward and another man were sent back to the schooner; the passengers, and one of the crew that shipped in Havana, had been sent ashore before; the mate (Mr. Archbold), myself, and the seaman Manuel Florente, remained on the man-of-war about three days. The captain of the man-of-war gave one doubloon to each of the Spaniards, also to each of the seamen, Florente and Antonio Francesco; to me he gave nothing, and sent us on board a steam-boat that conveyed us to Havana.

I forgot to state before, that shortly after the vessel had been captured by the man-of-war, our captain went on board the latter vessel; he was sober when he left, and when he came back, he was very drunk. The seaman Antonio Francisco and

Mr. Archbold were kept in irons in the man-of-war several days. The captain of the man-of-war was drunk pretty much the whole time.

(Signed

WILLIAM GREEN.

Antonio Francisco, being next examined, saith:—

I shipped in Havana, as a seaman before the mast, upon the schooner "Cortez," of New York, with the full understanding that the vessel was bound to Annobon and thence on a general trading voyage upon the coast of Africa, and believed that the voyage we were to undertake was entirely of a lawful character. We sailed on the morning of the 14th April. The master was named Durand, the chief mate, Archbold; and there were, besides the steward and myself, three men before the mast. The next morning a screw gun-boat (British) came in sight; at about 8 o'clock she hoisted her ensign and fired a gun to us, to heave-to; we hoisted our colours and hove-to: presently a boat from the man-of-war, with an officer, came alongside our vessel; the officer came on board, and went into the cabin with our captain; the passengers, of whom there were eight or nine, all came on deck. The two captains (for the British officer proved to be the commander of the man-of-war) remained in the cabin about one hour, talking; afterwards came on deck, and immediately proceeded together in the British boat on board the gun-boat. In about an hour they came back: our captain, who had left sober, was then perfectly intoxicated. Our captain then called the crew aft, and asked us whether we wanted to go to Key West, or to Port Royal in the schooner? I answered, that I wanted to be let alone to continue on the voyage we had undertaken. The British captain said, "What are you talking about? if you have too much to say, I'll have you put in irons." Before this, the American colours had been hauled down by order of the American captain, but the mate, Mr. Archbold, had them put up again; they were a second time down by Captain Durand's orders. Captain Durand then said, "I have nothing more to do with you; you have to obey the British officer's orders." I replied that I had nothing to do with British officers. After this I was taken on board the man-of-war and put in irons; the mate had been taken to the man-of-war before me, and I found him there in irons; the passengers were all on board the man-of-war, four of them were in the stocks, and the rest were loose. I was on board the gun-boat some three days, until we reached Cayo Piedra. Then every one of us was made to strip, take off our shoes, and we were searched thrice. Almost every one was robbed of everything he possessed, or nearly so. I had two ounces, which were taken from me, of which one doubloon was returned me subsequently, upon my remonstrating with them. The best part of my clothes were robbed from me. At Cayo Piedra, myself and the passengers were put on board a pilot-boat, which took us to Cardenas.

(Signed

his
ANTONIO ✕ FRANCISCO.
mark.

Manuel Florentino was last examined, and saith:—

I am one of the crew of the schooner "Cortez," of New York, and shipped at that port. The day after the schooner left Havana, on the 15th, she was captured by a British screw gun-boat: several passengers, the mate, and the seaman Antonio, were taken on board the man-of-war. I was called aft by Captain Durand, and told to obey the order of the British officer that was placed in charge of our vessel, after her flag had been taken down. I remained on board the schooner with our captain, the cook, and two others of our crew: after four days we were all sent on board the man-of-war; we staid on board of her two days, and were then sent to the steamer that came out of Cardenas for Havana. The sailors of the man-of-war robbed us of almost everything we had in the way of clothing. I was searched. I exhibited two half-doubloons, and told them that was all the money I had. The captain of the gun-boat gave orders to let me keep the money. We all paid our passages to Havana. Before we left Havana, the captain told me that the vessel had been chartered for a voyage to the coast of Africa.

(Signed)

MANUEL FLORENTINO.

In testimony whereof, I hereunto set my hand and affix my official seal, at Havana, this 27th day of April, 1858.

(Signed) A. K. BLYTHE,
United States' Consul-General.

No. 3.

The Earl of Malmesbury to Mr. Dallas.

Sir,

Foreign Office, June 1, 1858.

I HAVE the honour to acknowledge the receipt of your letter of yesterday, inclosing a copy of a despatch from the Secretary of State of the United States, and referring to various documents annexed to it, complaining of the detention and search of certain American vessels by British cruizers, and stating that while the Government of the United States is determined to use all proper exertions for the suppression of the Slave Trade, it is not less desirous that the just immunity of the vessels of the United States upon the ocean should be preserved.

I can assure you, Sir, in reply, that Her Majesty's Government are as anxious as the Government of the United States to prevent such occurrences as those to which General Cass alludes in his despatch; but the difficulties by which the question is beset are mainly occasioned by the practice of vessels engaged in the Slave Trade, making use of the flag of the United States to cover their nefarious enterprizes.

Her Majesty's Government are persuaded that the Government of the United States view this practice with the utmost indignation, and I do not therefore hesitate to request you, Sir, in pointing out the difficulties to your Government, to add that Her Majesty's Government would rejoice if the Government of the United States could suggest any means by which such an objectionable practice should be put a stop to.

In the meanwhile, however, the Board of Admiralty have enjoined the British naval commanders to carry out this duty, in regard to the suppression of the Slave Trade, on which they are employed, in a manner as little calculated as possible to give occasion to complaints such as those made by General Cass; and those injunctions will be repeated, and more specifically addressed, to the commanders of the British cruizers off Cuba.

And, as regards the particular case of the "Cortez," to which the papers which you left with me yesterday refer, I will lose no time in transmitting those papers to the Board of Admiralty, in order that the circumstances therein set forth may be strictly investigated.

I am, &c.
(Signed) MALMESBURY.

No. 4.

Mr. Dallas to the Earl of Malmesbury.—(Received June 3.)

*Legation of the United States,
London, June 3, 1858.*

My Lord,

I HAVE the honour to acknowledge the receipt of your Lordship's letter of the 1st instant, unfortunately too late in the evening of that day for immediate transmission to the Government of the United States.

At the interview with which I was honoured by your Lordship on that morning, I felt it a duty to recapitulate summarily, and with entire frankness, the circumstances which impelled me to waive the dilatory form of written communication in favour of prompt verbal representation: circumstances, as I conceived, giving to the actual relations of our two countries an universal, if not a critical, gravity.

Your Lordship obliged me by an attentive hearing. While abstaining from repeating the detailed considerations then urged, it will be permitted me to say that the despatch, received from the Department of State, dated the 12th of May, 1858 (and of which I subsequently furnished, agreeably to your Lordship's desire, a copy), was read: and I left in the hands of your Lordship

copies of the Consular report and affidavits connected with the particular case of aggression made by the officers of Her Majesty's screw gun-boat "Forward" upon the American ship "Cortez." Having yesterday, by the steamer "Vanderbilt," received from Washington a further Consular report, with three other depositions more fully and precisely exposing the character of that outrage, I beg leave to submit copies of the same.

Your Lordship's note of the 1st instant will, of course, be forwarded to Washington without loss of time: but, under the clear and consistent positions heretofore, and for many years, taken by my Government, uniformly asserted in instructions to my predecessors and myself, and steadily on every appropriate occasion stated in the correspondence of this Legation, in regard to any exercise of an alleged right to stop, detain, visit, or search the merchant-vessels of the United States, navigating, under the national flag, the highway of nations, in a time of peace, I feel myself bound in candour to say, in advance,—and with a faint hope that it may yet be not absolutely unavailing,—that the contents of your Lordship's note are not likely to assuage the deep feeling excited among my countrymen by a series of abrupt and violent assaults upon their commerce, and not likely to prove satisfactory to the American Executive.

By the fraudulent prostitution of their flag, to cover a trade which, as respects their own citizens, they have subjected to the penalties of piracy, the United States are treated with a licentious insolence to which all nations are equally liable, happily, however, only from the recklessly criminal. To resent, and, if possible, to punish and prevent that insolence, is a duty exclusively incumbent upon their own self-respect; and their exertions to effect that object in every legitimate way are constant, unwearied, and sincere. But can it be pretended, for a moment, that the wrong thus inflicted by conspirators and outlaws should constitute a motive for the American Government to yield their equality among nations; to forego their acknowledged rights under the Law of Nations; to subject, voluntarily, their commerce to a foreign maritime police, and so surrender their flag to the double indignity of misuse by the wicked, and challenge by the strong?

The President cannot doubt the solicitude of Her Majesty's Government to preserve unimpaired the friendly relations of the two countries; but he will, I fear, perceive in your Lordship's note no features more promising to the future than those which for the last twenty years have proved unhappily ineffective. He has expressed "an earnest desire," at a moment of almost universal excitement among his countrymen, that the practice of detaining and searching American vessels should be "discontinued;" but he has failed to obtain from your Lordship more than the assurance of fresh instructions from the Board of Admiralty to British Naval Commanders, that the "duty in regard to the suppression of the Slave Trade" should be carried out, not by "discontinuing" the practice so deeply painful to the American Government and people, but "in a manner as little calculated as possible to give occasion to such complaints as those made by General Cass." Your Lordship, in whose just and liberal sentiments unlimited reliance is placed, will, I am sure, pardon me for suggesting that this answer may probably be appreciated as offering a palliative only for trespasses whose "discontinuance" is not promised.

Renewing, &c.
(Signed) G. M. DALLAS.

Inclosure 1 in No. 4.

Mr. Blythe to Mr. Appleton.

Sir,

Havana, May 8, 1858.

IN my previous despatch, I stated I had received information that the passengers on the "Cortez" purpose presenting a demand for the restitution of the money and effects taken from them, as also damages for the wrongs and injuries they sustained through the Government of the United States. Since which time they have appeared at this office, have set forth by protest their wrongs and demands, and have memorialized the President in relation thereto. The memorial and a copy of the protest I herewith transmit to you.

I send to the Department also a sworn statement of Captain Laurent, of the brig "A. A. Chapman," from which you will perceive he was not boarded,

as was rumoured, having escaped the annoyance by outsailing the British war-steamer.

Since the date of my last communication I learn, through an American resident in Sagua, that all the American vessels in that port, numbering about fifteen, were visited and boarded while lying in port by British armed boats. He states an additional fact, of no less interest to us, to wit, that a Spanish ship, which he himself was loading with sugar for Europe, was subjected to the same examination by the same party; that on the latter the visiting party went so far as to go down into the hold of the vessel, and bore into the boxes of sugar. This latter fact discloses the folly of an application to the Spanish authorities to protect our vessels while in their ports.

You will perceive I give the facts alleged to have occurred at Sagua simply as the report of a private individual. This gentleman tells me that our Consular Agent was engaged when he left in taking the statements of the Commanders of the American vessels; and you will doubtless receive the facts officially in a short time.

I have hitherto apprised the Department of my conviction that our flag is sometimes prostituted for the purposes of the Slave Traffic. But the evil is certainly not so great as to yield to its exigency the great principle of international law for which we have so strenuously contended. If it is determined to remedy the evil, let it be done by a sacrifice of money rather than of honour. If our merchant marine is to be subjected to such surveillance, is it not better to send our own national vessels at any cost to perform the act? It is known to the world that we have always contended for the freedom of the seas, and have insisted that the flag of an independent nation borne by a vessel shall give her immunity against stoppage or annoyance for purposes of visitation or search. When such is the principle announced by us it can but be matter of mortification to all who feel an interest in our flag to see the principle violated constantly, almost in sight of our own shores.

In the case of the "Cortez," I ask leave to say, in conclusion, that the same motive to action on the part of the agents of the British Government which has been illustrated in antecedent cases, is conspicuous and prominent. Whatever may be the motives of the British Government in giving its orders, the desire of gain is certainly most manifested in the execution of those orders.

I have, &c.

(Signed) A. K. BLTYHE, *Consul-General.*

Inclosure 2 in No. 4.

Protest.

*Consulate-General of the United States of America,
Island of Cuba.*

BY this public instrument of declaration and protest, be it known and made manifest, that on the day of the date hereof, before me, Andrew K. Blythe, Consul-General of the United States of America for the Island of Cuba, residing at Havana, personally came and appeared Don Juan Alverti, Don Manuel Videl Perez, Don Miguel Soler, and Don Antonio Flores, all Spanish subjects, and residents of the city of Havana, who being severally sworn to tell the truth, the whole truth, and nothing but the truth, did severally, voluntarily, freely, and solemnly declare and depose as follows:

The said Juan Alverti saith:—

That he took passage in the American schooner "Cortez," with a regular passport from the Superior Government of Cuba, and in charge of the cargo on board of said schooner, bound to the Island of Annobon, on a lawful trading voyage, and sailed from the port of Havana on the morning of the 15th of April instant; that he had with him on board in his trunk, besides his wearing apparel and other small articles of his use, the sum of 8,500 dollars in Spanish doubloons, that is, 500 doubloons; that the cargo of the schooner under his charge consisted of empty casks, rum, and provisions, to the value of 20,190 dollars; that on the following morning, Her Britannic Majesty's gun-boat "Forward" captured the schooner

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"Cortez;" that a boat of the said man-of-war came alongside of the schooner, and an officer, with a detachment of men, came on deck; the officer demanded the vessel's papers, which were exhibited to him. After awhile the American flag was hauled down, but the mate interfered, and, after some remarks, he hoisted the flag, but it was soon brought down again, and British colours hoisted in its stead; that himself, the other passengers, the mate, and others of the crew were much abused by the British officer and his men; and, subsequently, himself and others were conveyed on board the gun-boat, with all their baggage and effects. On arrival on board the man-of-war, the American mate and seamen were handcuffed and imprisoned. On the third day of being on board the "Forward," the commander and his crew deprived him, and all the rest, of everything they possessed, excepting a portion of their clothing; that previous to this he and the others were made to strip almost naked, and their persons were searched. The man-of-war was then off Cayo Piedra; the boat of the Cardenas pilots was there, and the passengers asked the pilots to stop, but not being willing to remain, the boat was about departing, when the British commanding officer said, "Wait; for the Spaniards have plenty of doubloons, and after they have been well stripped, you may take them away." After this, as the British commander was quite intoxicated, he treated the passengers and crew in a most outrageous manner, as if they had been guilty of some hideous crime. The English officer then returned three watches, one of them the property of this deponent, and at about 9 p.m., himself, the other passengers, and one of the "Cortez" crew, were put on board the pilot's boat, and sent away.

The other protestants, to wit, Don Manuel Vidal Perez, Don Miguel Soler, and Don Antonio Flores, say:—

That they have heard the above statement of Don Juan Alverti; that they were all passengers together on board the schooner "Cortez;" had regular passports from the Governor-General of Cuba, and were bound on a lawful voyage, and that they had no reason to suspect that the schooner aforesaid was not a lawful trader. That the facts set forth by said Alverti are, of their knowledge, true and correct, although they do not know the exact amount of money that was taken from him on board the gun-boat, but it was a large sum of gold Spanish doubloons; that they experienced the same harsh treatment from the British officers and men of the "Forward." The said Vidal Perez further states that he had on board the "Cortez" the sum of 6,000 dollars, which was taken from him. The said Don Miguel Soler further saith, that he was robbed by the officers and men of the British cruiser aforesaid of the sum of 422 Spanish doubloons or ounces that he had with him: and Don Antonio Flores also states, that the British officers and crew took from him the sum of 2,000 dollars. The said appearers did further declare, that they saw all the papers of the schooner "Cortez," as well as the passports of the passengers, in the hands of the commander of the gun-boat, in the cabin of the "Cortez," when he first came on board of said vessel; that he read and examined said papers, and subsequently denied to them, upon their asking him to return them their passports, that he had seen any papers on board the "Cortez."

And, therefore, the said appearers did declare the protest, as by these presents they do severally, solemnly protest against the said unjustifiable and illegal acts of Her Britannic Majesty's screw gun-boat the "Forward," her officers and men; and do severally declare that they hold Her Britannic Majesty's Government responsible for the money and effects taken from them individually, as also for damages for the wrongful imprisonment and other injuries to which they were subjected by Her Majesty's officers and servants, as well as for the injury to their business by virtue of the detention to which they were subjected, and the total disruption of their lawful voyage of business on which they were proceeding. They do, therefore, in addition to the sums of money taken from them, and the value of the articles purloined, demand indemnity from the Government aforesaid.

All which matters and things were declared, alleged, and affirmed before me, the said Consul-General; and, therefore, I hereunto set my hand, and affix the seal of my office, being requested to certify and testify the premises.

(Signed)

JUAN ALVERTI.
MIGUEL SOLER.
ANTONIO FLORES.

MANUEL VIDAL ^{his} X PEREZ.
mark.

This done and protested at the city of Havana, this 30th day of April, in the year of our Lord, 1858, and of the independence of the United States the 82nd.

(Signed) A. K. BLYTHE,
United States' Consul-General in Cuba.

I do hereby certify that the foregoing is a true and correct copy of an original public instrument of protest, of record, in the archives of this Consulate-General.

Given under my hand and official seal at Havana, this 30th day of April, A.D. 1858.

(Signed) A. K. BLYTHE,
United States' Consul-General in Cuba.

No. 5.

The Earl of Malmesbury to Mr. Dallas.

Sir, *Foreign Office, June 7, 1858.*

I HAVE had the honour to receive your note of the 3rd instant, and I regret to learn that you consider that my note of the 1st instant will be unsatisfactory to the Government of the United States. You will, perhaps, be inclined to modify that opinion if you take into consideration the circumstances attending its transmission to you.

You will recollect that when you called on me on Monday, the 31st, you urged upon me how desirable it was that you should be enabled to transmit by the mail of next day an expression of the anxiety felt by Her Majesty's Government to put an end to the excitement which existed in the United States in reference to the alleged outrages.

The note which I addressed to you was in that sense.

It assured you that Her Majesty's officers had been instructed to discharge their duty with the utmost discretion.

That note, however, must not be understood to be intended as a final and categorical answer to the specific complaints brought forward by your Government, nor am I in a condition even now to admit, or comment upon, *ex parte* accusations of an almost incredible character, brought against certain British officers, in the absence of any account from themselves of the transactions in question, and without having heard what they could say in their own defence.

I pointed out to you, in the course of our conversation, the increasing practice of hoisting American colours by slavers, and I beg leave herewith to transmit to you an extract of a despatch from Her Majesty's Consul-General in Cuba relative to the extensive use made of that flag to cover the Slave Trade.

I am now, Sir, also able to send you an extract of a despatch received by the Board of Admiralty from Commodore Kellett, the officer in command of Her Majesty's naval forces at Jamaica, from which document it will be seen that, according to his Report, the schooner "Cortez," recently captured by the British cruiser "Forward," was in possession neither of colours nor of papers when boarded and taken.

General Cass, in his note of the 12th of May, a copy of which you have sent me, observes, that "whatever may have been the real object of the voyage of the 'Cortez,' if she had papers showing her American character, she was subject neither to search or capture by a British cruiser;" from which declaration I infer that his Excellency would admit her liability to such proceedings if neither her papers nor her colours were forthcoming.

With statements so conflicting as those made respectively, on a point of such importance, by the British captain and the complainants, whose affidavits you have forwarded to me, the truth of the case can only be decided by time and investigation.

Her Majesty's Government have ordered a strict inquiry into the acts of Her Majesty's ship "Forward" and Her Majesty's ship "Styx;" Her Majesty's Government will also immediately give instructions to prevent, and cause to be discontinued, at the Havana, any offensive acts of "espionage," such as described by the United States' Consul, and any interference which could impede the business of the American masters; but Her Majesty's Government having never issued any orders which could justify such proceedings on the part of British officers within Cuban waters, must, until receiving further evidence, be permitted to believe that some misapprehension has existed on this point.

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Although, Sir, you appear to have expected me, within less than twenty-four hours, to make a "declaration," upon a subject so fertile in controversy, and so difficult to settle, consistently with the ancient Laws of Nations, and the modern requirements of a higher morality, I must delay doing so until I have fully satisfied myself on the points in discussion, by consultation with the Law Officers of the Crown, and by a more careful perusal of the able documents communicated by General Cass to Her Majesty's Government, through Lord Napier. Until then, I must beg your indulgence, requesting you at the same time to assure your Government that while Her Majesty's Government will continue those efforts which Great Britain has perseveringly made to subdue an evil so odious as the Slave Trade, they will strictly observe that international law of the high seas, which can be to none more valuable than to the British nation.

I am, &c.
(Signed) MALMESBURY.

P.S.—Since writing the above, I have received the further account of the interruption caused to American ships by British officers, which you have sent me, accompanied by a note from yourself.

I can at present only add that these acts, as reported, would appear to be so indefensible, that I cannot but hope there must be some misrepresentation or exaggeration in the accounts which your Government have received.

M.

Inclosure 1 in No. 5.

Consul-General Crawford to the Earl of Malmesbury.

(Extract.)

Havana, May 9, 1858.

The abuse of the American flag to cover this abominable Traffic has become so great as to be almost universal; the dodge (to use the expression) has been had recourse to, because of the exemption from search which the United States' Government pretend to and insist upon. But, if that flag is to be a cloak for such nefarious purposes, and continues to be prostituted to the carrying on of the Slave Trade in the manner it is, and has been for some time past, the good sense of the American Government will surely devise the means of correcting such a shameful abuse of the national banner as is now, almost every day, to be seen here, in turning American vessels into slavers, retaining their flag and papers.

Inclosure 2 in No. 5.

Commodore Kellett to the Secretary to the Admiralty.

(Extract.)

"Imaum," at Jamaica, May 10, 1858.

I HAVE the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, that Her Majesty's gun-boat "Forward" captured a schooner, on the morning of the 16th April, in latitude 23° 45' north, longitude 82° 15' west.

Mr. Rowlett, Second Master of the "Forward," was placed in charge as prize master; he arrived here with her on the 3rd instant. The vessel has been put into the Vice-Admiralty Court, and will be adjudicated upon on Friday next, the 14th instant.

The name on the stern of this vessel is "Cortez," of New York, but she had neither colours nor papers when boarded, and she is in every respect fitted for the Slave Trade.

No. 6.

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, June 8, 1858.

I HAVE to acquaint your Lordship that Mr. Dallas called upon me this morning, on my invitation, and I had some conversation with him respecting the complaints made by the Government of the United States of the interference of British cruizers with American vessels suspected of being engaged in the Slave Trade,

The substance of what I said to Mr. Dallas on this matter is contained in the Memorandum, of which I inclose a copy for your Lordship's information, and a copy of which I have also given to Mr. Dallas, who will transmit it to Washington by the American packet by which this despatch is likewise forwarded.

I also inclose a copy of the instructions given to the British cruisers on the coast of Africa, a copy of which I have given to Mr. Dallas.

I am, &c.
(Signed) MALMESBURY.

P.S.—I will write to you, at length, by the packet of the 11th instant.

M.

Inclosure 1 in No. 6.

Minute of Conversation between Mr. Dallas and the Earl of Malmesbury, June 8, 1858.

HER Majesty's Government are not prepared to justify or excuse such acts, on the part of their officers, as have been complained of by the United States' Government, if they are truly reported.

Her Majesty's Government recognize the principles of international law as laid down by General Cass in his note of the 10th of April, and that nothing in the Treaty of 1842 supersedes that law.

Her Majesty's Government, however, think it most indispensable to the interest of civilization, and the police of the seas, that there should be a power of verifying the nationality of a vessel suspected, on good grounds, of carrying false colours.

Her Majesty's Government would wish to learn from the United States' Government their views, in detail, on this point, in the hope that some mutual arrangement, by way of proceedings to be executed by our respective officers, may be found effective without being offensive.

The French have lately proposed and laid down this one, viz., that a boat may be sent alongside of a suspected ship, and may ask for papers, but not, unless invited, board the vessel. Such is our arrangement with France.

Lord Malmesbury has given Mr. Dallas a copy of our instructions to our officers.

Pending our negotiation on the above point, orders will be given to discontinue the search of United States' vessels.

Inclosure 2 in No. 6.

Instructions addressed to Commanders of British Cruizers on the Coast of Africa.

Sir,

Admiralty,

THE Treaties with France for the suppression of the Slave Trade having been abrogated, I am commanded by my Lords Commissioners of the Admiralty to acquaint you that no vessels under the French flag can be legally visited or searched, unless, from positive information or from strong grounds of suspicion, there may be reason to believe that such flag has been fraudulently assumed; in which case the utmost caution and circumspection must be used. All officers are required to observe that whenever vessels under the French flag may have been boarded upon suspicion, the masters or owners will be entitled to indemnity for any injury or losses which they may have sustained by detention, if it shall appear that the vessel is *bonâ fide* entitled to the protection of the French flag, whether engaged in the Slave Trade or not. It is only in cases in which vessels, not legally entitled to the protection of the French flag, may have assumed it fraudulently, that they can be lawfully detained or visited, and a special report in each case is to be sent direct to the Secretary of the Admiralty as well as to the Commander-in-chief, when vessels under the French flag may have been boarded on suspicion of fraud.

The same caution should be shown in visiting vessels suspected of fraudulently using the flag of the United States, or of any other nation with which Great Britain has not a Treaty under which the right of visit or search could be given to officers of Her Majesty's ships.

I am, &c.

To

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, June 11, 1858.

YOUR Lordship has received from me a Minute of the principal points of the conversation which took place between Mr. Dallas and myself on Tuesday last (the 8th instant) on the conduct of our officers cruizing on the coasts of Cuba.

It is to these points that I now revert at greater length, instructing you to bring them before the United States' Government, with the hope that some defined plan of action may be agreed upon by the two Governments, which may prevent, for the future, the possibility of conduct on the part of any officers of either navy contrary to international law.

You will frankly assure the United States' Government that Her Majesty's Government have received, with great regret, the accounts to which the notes of General Cass and Mr. Dallas refer, and for the truth of which the affidavits they have inclosed are put forth as vouchers; and Her Majesty's Government do not hesitate to say, that they are not prepared to defend or justify such acts on the part of their officers as have been complained of, if they are proved by the investigation which Her Majesty's Government have required. At the present time Her Majesty's Government has no information to add to that which I sent you in reference to the capture of the "Cortez" by the "Forward."

Her Majesty's Government recognize as sound those principles of international law which have been laid down by General Cass in his note of the 10th of April to your Lordship, principles which he supports by the authority of Lord Stowell and the Duke of Wellington, and Her Majesty's Government are also aware that nothing in their Treaty of 1842 with the United States supersedes that law.

Her Majesty's Government, however, think it most indispensable to civilization and the police of the high seas, that there should exist, practically, a limited power of verifying the nationality of vessels suspected, on good grounds, of carrying false colours.

It is acknowledged, on all sides, that this fraud has been exercised by pirates of every country, but that the flag of those nations, with whom Great Britain has no Slave Treaties, is the most often prostituted by these enemies of mankind.

The American flag has, therefore, constantly been desecrated to protect the nefarious practices of such men, and if the United States' Government should insist upon an inexorable adherence to the letter of international law, and that this determination becomes known to the world, the United States' flag will then be the only one to which these malefactors will have recourse for security, and the sight and approach of that now honoured banner on the high seas would, eventually, become the cause of just suspicion and alarm to the lawful but defenceless trader. But the United States' Government cannot desire such a consummation. Both passages in General Cass's able note, and the practice of the war navy of America, induce Her Majesty's Government to believe that the verification of nationality may be obtained by some mutual arrangement in regard to proceedings to be executed by their respective officers, which may be found effective without being offensive.

General Cass observes, that "a merchant-vessel upon the high seas is protected by her national character. He who forcibly enters her, does so upon his own responsibility. Undoubtedly, if a vessel assumes a national character to which she is not entitled, and is sailing under false colours, she cannot be protected by this assumption of a nationality to which she has no claim. As the identity of a person must be determined by the officer bearing a process for his arrest, and determined at the risk of such officer, so must the national identity of a vessel be determined, at the like hazard to him who, doubting the flag she displays, searches her to ascertain her true character. There, no doubt, may be circumstances which would go far to modify the complaints a nation would have a right to make for such a violation of its sovereignty. If the boarding officer had just grounds for suspicion, and deported himself with propriety in the performance of his task, doing no injury, and peaceably retiring when satisfied of his error, no nation would make such an act the subject of serious reclamation."

Her Majesty's Government agree entirely in this view of the case, and the question therefore becomes one solely of discretion on the part of the acting officer. It appears to Her Majesty's Government that it is one extremely dangerous to entrust, and onerous to bear; and that an exact definition of what each respective

State would permit, for verifying nationality, and thereby securing general trade against piracy, should be agreed upon between Great Britain and the United States, and clearly embodied in their instructions to their naval commanders.

The cruisers of the United States do not themselves shrink from the responsibility of visit, for I find in the papers presented to Congress on the 21st of April last, the following allusion to their practice, as stated in a report from the commander of the United States' ship "Dale," dated St. Paul de Loanda, October 9, 1857:—

"On the 20th (September) I discovered a barque off Black Point; stood for her, and boarded her: she proved to be the French barque 'Clara,' with a French officer on board to give her a national character." "In Loango Bay I examined the papers of the French brig 'Merle,' of Havre, engaged in trading with the natives. From the degraded condition of the natives of the coast, I cannot but believe that this action of the French Government will result in their benefit."

You will therefore urge upon General Cass to suggest to Her Majesty's Government some rule to which our officers should mutually adhere under the "circumstances" which he describes "as going far to modify the complaint a nation would have a right to make for wilful violation of its rights of sovereignty."

The view taken of the question by Admiral Hamelin, as communicated to me a short time ago by the French Chargé d'Affaires, is, that in time of peace, the right to ascertain the national character of a foreign merchant-vessel should, except under peculiar circumstances and urgent necessity, be restricted in its exercise to compelling a merchant-vessel to show its colours; that in certain cases such a vessel may be spoken with, avoiding, however, any interruption of its course; and that in order to warrant boarding a vessel under French colours, the proceedings of such vessel should be such as to afford reasonable grounds of suspicion.

This, to a certain degree, is a security against the fraudulent use of colours, and if Her Majesty's Government do not consider it as effective a process as they could wish should be exercised, and to which they would be ready reciprocally to subject the flag of Great Britain, it is at least a safeguard against the occurrence of such acts as the United States' Government complain of, and restricts the discretion of officers within intelligible limits.

Mr. Dallas received from me a copy of the Admiralty's general instructions to Her Majesty's commanders, which appear to be entirely in accordance with the principles of international law laid down by General Cass in his note of the 10th of April, and if he has not furnished General Cass with a copy, your Lordship will do so.

Her Majesty's Government, anxious to remove all possible repetition of the acts which appear to have caused so much excitement in the United States, and which might, if repeated at this moment, be detrimental to the good relations of the two countries, have sent further orders to the officer commanding the Cuban squadron to discontinue the search of any vessel of the United States until some arrangement, in the sense I have pointed out, shall be made by your Lordship with the United States' Government, or declined on their part.

Should the Government of the United States not think fit to adopt some mutual regulation by which the officers of both States shall be enabled to verify the nationality of a suspicious ship, without offence to its crew or its country, Her Majesty's Government will deeply regret that an opportunity has been lost to secure, honourably and for ever, the two nations from those vexatious and irritating controversies which are inevitable as long as the letter of international law is made inflexibly to override those measures which experience and common sense recommend as necessary for the security of life and property on the high seas.

I am, &c.

(Signed) MALMESBURY.

No. 8.

Lord Napier to the Earl of Malmesbury.—(Received June 21.)

My Lord,

Washington, June 7, 1858.

I WAITED upon the Secretary of State on the 2nd instant, and engaged him in conversation on the late incidents in the Gulf of Mexico, and the continued prosecution of the Slave Trade in those waters by American vessels, or vessels fraudu-

lently adopting the American flag, for the purpose of eluding the inspection of Her Majesty's cruisers.

With reference to the detention of American shipping by Her Majesty's vessels of war, I stated my belief that the proceedings of the latter had been exaggerated and distorted; that on dispassionate inquiry it would probably be found that no injury to life and property had been inflicted, and that no example of violence or intemperance would be substantiated against any British officer. I added, however, that it might appear that the practice of visitation or inquiry had been exercised generally; that it had been applied indiscriminately to vessels passing through the waters known to be frequented by slave-traders, without grounds of suspicion in each instance. Should such prove to be the case, I believed the wishes of Her Majesty's Government had been exceeded, that Her Majesty's Government would not sanction or support any system of supervision over the traders of the United States in the narrow seas almost within sight of their own shores. I was aware that such a practice was altogether incompatible with the principles of maritime law held in the United States; that it would be resisted by the whole united American people, and that its continuance would involve the hazards of a war between England and this country. I informed the Secretary of State that I had communicated these views to the Commander-in-chief on the West India station by despatches which would be forwarded by a special steam-vessel to their destination, and that I had submitted my opinion to the Admiral that it would be desirable to suspend the proceedings of Her Majesty's officers if they were of the nature complained of, pending the issue of definitive instructions by Her Majesty's Government.

General Cass avowed that in many cases there had been exaggeration in the accounts circulated respecting British officers, but that enough remained to prove an interference with the American flag which the Government of the United States would never submit to. He did not believe that this interference had been deliberately projected by Her Majesty's Government, or that it proceeded from any hostile or offensive policy on their part, and that he made little doubt that such a disavowal would be made as would be satisfactory to his Government. General Cass intimated his disapproval of the violent proposals offered in the Senate, and his judgment that it would not be necessary to resort to any other measures of resistance than those which had been adopted, until an answer had been received from London.

It is scarcely necessary that I should again formally submit to Her Majesty's Government an opinion which has already been conveyed in my correspondence, both with the Foreign Office and the Commander-in-chief. On mature reflection, and after conversation with a variety of persons belonging to every party, I adhere to the conviction, which might be gathered from the history of the past as well as from the aspect of the present, that the Government and people of the United States will contend against the right of maritime visitation on every sea, for every purpose and in every form.

I do not think that much anxiety will be evinced to obtain a disavowal of any doctrine on this matter which Her Majesty's Government may speculatively entertain, but the whole nation will take up arms to prevent that doctrine being carried into execution. Some humane and zealous persons in the north, under strong impressions of the criminality of slavery, and the trade by which it is aggravated and perpetuated, may secretly entertain or timidly advocate other principles of maritime police; but those persons are powerless before the American people, and will have no part in shaping the resolutions of the Government of the United States in its relations with Great Britain.

In continuing my conversation with General Cass, I adverted to two points to which I had before called his attention, as reported in my despatch of the 19th of April last; I mean the employment of American vessels of war in controlling the Slave Trade in the Gulf, and the use of those remonstrances with the Government of Spain, which are prescribed by the terms of the Treaty of 1842.

On the first head General Cass appeared to admit that the vessels recently dispatched to the Gulf had no specific instructions for the suppression of the Slave Trade, though he "saw no objection" to such instructions being given, and thought that their exertions might very properly be applied in that direction. On being pressed by me on this topic, the Secretary of State replied, that he could not assure me that any American vessels of war would be maintained on the coast of Cuba, with a view to the extinction of the Slave Trade.

With reference to the use of diplomatic remonstrance at Madrid, the Secretary of State answered, as he did before, that he presumed the representations designed by the Treaty had been made; he desired the Assistant Secretary of State, who was present, to inquire into the subject; he acknowledged the binding nature of the engagement, but he did not hold out to me any positive assurance that his good offices would be afforded in the sense desired.

I reminded General Cass that, in an official note, he had pointed to Cuba as the proper locality in which the Slave Trade might be effectually attacked, and that there was in the same document a hint, or insinuation, that Her Majesty's Government might not have used all their endeavours with the Government of Spain for the abrogation of the traffic which the Cabinet of Madrid was bound, by its Treaty engagements, to abolish. I predicted to the Secretary of State that these reflections would not pass unobserved in England; that the British people, still sincerely enlisted against the prosecution of the Slave Trade, finding their present efforts in part checked by the attitude and opinions of the United States, and still frustrated by the faithlessness of Spain, would turn against the latter Government, with an indignant determination to force upon it the exact performance of its obligations. The British Government might possibly find itself under the necessity of proceeding to extremities against Spain; some constraint might become unavoidable; the coast of Cuba would be the natural scene for the exercise of compulsory proceedings; and if a blockade were resorted to, he might well imagine that such a measure would be unpalatable to the United States, and embarrassing to our mutual relations. I therefore argued, that in our common interest, and for the sake of our continued good understanding, it was most desirable that the Government of the United States should assist Her Majesty's Government, both by counsel and by material aid, in the suppression of the Slave Trade in Cuba.

General Cass simply remarked, that "he had not advised us to blockade Cuba;" and he did not say anything which would in the least justify me in promising your Lordship any co-operation on the part of the United States in furthering the benevolent exertions of Her Majesty's Government.

I have, &c.
(Signed) NAPIER.

No. 9.

Lord Napier to the Earl of Malmesbury.—(Received June 28.)

My Lord,

Washington, June 13, 1858.

IN a recent conversation with General Cass, I stated my opinion that, when the late incidents in the Gulf of Mexico came to be dispassionately investigated, it would be found that the detention of shipping by Her Majesty's cruisers had frequently been prompted by the refusal of the masters of American vessels to display their colours. I added that some indications to this effect had already appeared in the newspapers, and that I had formerly, in conversation with naval officers, heard them complain that there was a dogged indisposition on the part of the merchant captains of the United States to hoist their flag when required to do so by an English man-of-war.

I then asked General Cass for an unofficial statement of his opinion as to the obligation of a trading-vessel to show her colours to the armed vessel of a foreign Power.

General Cass speaking unofficially, replied, that he conceived that a ship-of-war had a right to demand the exhibition of colours, and in exercising that right to make the requisite signals and demonstrations. Where no national colours were exhibited there could be no offence. The vessel without colours might be a pirate or a British vessel, which the English cruiser had a right to visit.

The Assistant-Secretary of State who was present, joined in the conversation, and seemed inclined to demur to the doctrine of General Cass. He intimated that the vessel without colours should be deemed an honest vessel, unless particular suspicion lay against her, and that every vessel was not liable to be called upon to make a declaration of nationality at the order of a foreign cruiser. The Secretary of State objected the inability in which, according to this theory, the British ship-of-war would be placed in reference to the control of vessels of its own country.

I have adverted to the same subject in conversation with the Secretary of the

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Navy, and with several officers of the American service. The general impression certainly appears to be that, the vessel-of-war is justified in enforcing the exhibition of a flag, but not to go any further in ascertaining whether the flag is justly assumed.

A captain of the United States' Navy informed me that American merchant-vessels navigating the neighbouring waters not unfrequently manifested a disinclination to hoist a flag even at the bidding of the ships-of-war of the United States.

The conjecture which I hazarded to General Cass is confirmed by the tenour of the inclosed letter from Commander Rodgers of the United States' steam-vessel "Waterwitch," to the Navy Department, in which Lieutenant Pym, of Her Majesty's gun-boat "Jasper" is reported to have "admitted that in certain cases he had fired near vessels to make them show their colours."

I have, &c.
(Signed) NAPIER.

Inclosure in No. 9.

Commander Rodgers, United States' Navy, to the Secretary of the Navy.

Sir, *United States' steamer "Waterwitch," Key West, June 3, 1858.*
I ARRIVED here safely to-day for coal. All well on board. I leave to-morrow for Havana, where I shall find Her Britannic Majesty's steamer "Devastation," which has brought instructions from Admiral Seymour to the cruizers upon the coast of Cuba.

Her Britannic Majesty's steam gun-boat "Jasper" came into the harbour this morning in search of the "Styx," to deliver despatches from the Admiral. Lieutenant Pym stated to me that his instructions were printed, and were dated, he believed, in 1849; that they were, at all events, the identical instructions which he had acted upon on the coast of Africa nine years ago. He said that he believed, or rather was sure, that no new instructions had been received from the British Government for the guidance of the vessels on the coast of Cuba. He said that the "Creole" was a slaver, and that, soon after her capture, her colours and papers both disappeared—the captain declaring that he was not entitled to American papers or colours.

He said that in another case where he had sent his quartermaster with a spy-glass to ask permission to ascend the mast of the outermost vessel in the harbour of Matanzas, in order to see whether the "Styx" was in sight, the captain said, laughingly, afterwards, that he had hoaxed a newspaper writer into the belief that he had been boarded by British fillibusters. He said that he was sure that, upon examination, he would be found to have done no wrong to the American flag.

He admitted that, in certain cases, he had fired near vessels, to make them show their colours, and asked me whether he had been guilty of wrong in so doing. To this I said that I had no official opinion, but that I thought not.

However the law may be in this case, it is held, so far as I know the usage of the sea-service, itself as a law, that men-of-war should show their flags to each other; and it is the general opinion of naval men that merchant-vessels, upon neglect or refusal to do so, may be compelled to it without trenching upon their rights.

Lieutenant Pym seemed surprised at the light in which the acts of the British cruizers are regarded by the Government of the United States.

I have, &c.
(Signed) JOHN. RODGERS, *Commander.*

Hon. I. Toucey, Secretary of the Navy.

No. 10.

Lord Napier to the Earl of Malmesbury.—(Received July 5.)

(Extract.)

Washington, June 21, 1858.

I WAITED upon General Cass this forenoon, when he hastened to inform me that he had just received very gratifying intelligence from Mr. Dallas. He then showed me a Minute drawn up by your Lordship, embodying the substance, or the conclusions, of a long conversation which you had held with the American Minister

on the 8th instant, to the effect that Her Majesty's Government adhered to the general principles of maritime law asserted by General Cass; that they did not defend the recent actions of British officers, if correctly reported; and that, pending the negotiation of some means for the verification of the nationality of vessels, orders had been issued for the discontinuance of the search of American ships.

General Cass also permitted me to read a portion of the despatch accompanying this document, in which Mr. Dallas congratulated himself and his Government on what he deemed to be a change in the sentiments of Her Majesty's Government on the question under discussion since that discussion was opened in London.

General Cass expressed his satisfaction with the tenour of your Lordship's remarks to Mr. Dallas, and his confidence that the questions at issue would be amicably adjusted.

I did not fail to call the attention of General Cass to the exercise of the right of visitation or inquiry by Commander Mc Blair, of the United States' ship "Dale," in the case of the French brig "Merle," as reported in the documents presented to the Senate.

The Secretary of State admitted that American officers might occasionally practise what he termed "Quarter-deck Law," but the right was not claimed by the United States, nor would the conduct of an officer acting thus be approved.

No. 11.

Lord Napier to the Earl of Malmesbury.—(Received July 11.)

My Lord,

Washington, June 24, 1858.

IN conformity with your Lordship's orders, I called upon General Cass this forenoon, and read aloud to him your Lordship's despatch of the 11th instant, relative to the recent detention of American shipping in the Gulf of Mexico, and the necessity of some expedient being devised by which the nationality of vessels may be ascertained in a manner efficient, and yet not offensive.

I also placed a copy of this communication in the hands of the Secretary of State.

General Cass stated to me in reply, that the course taken by Her Majesty's Government was worthy of a great and generous country; of one whose unquestioned power and promptitude to repel aggression was accompanied by a disposition to recognize an error, and redress an injury, when inconsiderately committed. He assured me, emphatically, that after the satisfactory declarations made by your Lordship, both in the Minute transmitted by Mr. Dallas, and in the despatch of which I was then the channel, the Government of the United States would give their attentive consideration to any proposal which Her Majesty's Government might suggest for the verification of the nationality of vessels, and their right to the flag which they displayed.

The method of proceeding alluded to in the minute of conversation above-mentioned, as having been sanctioned by France, was not, however, explained with such distinctness as to enable the American Cabinet to pass an opinion on its merits.

I remarked to General Cass that Her Majesty's Government preferred that the Government of the United States should take the initiative, and communicate their own views on this subject.

The Secretary of State answered, that on receiving his last intelligence from Mr. Dallas, he had addressed to that Minister a despatch, in which he had expressed his desire to have a more accurate knowledge of the plan adopted in conjunction with France, and that the suggestion for a scheme adapted to counteract the evil complained of, should originate with Her Majesty's Government.

It is obvious that the Government of the United States must be reluctant to move in a question which involves many difficulties, and which is particularly embarrassing here on account of the peculiar sensitiveness of the American people in regard to every form of maritime supervision. The Secretary of State would naturally be reluctant to face the responsibility of starting a proposal which might become the ground of opposition in Congress, and of attacks by the press.

A measure, offered with the united authority of England and France, would not only be more agreeable to the American Cabinet, but more acceptable to the Legislature, as it would have no direct connection with the party in power.

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I think, therefore, that with a view to an early settlement of the matter at issue, it would be desirable for Her Majesty's Government to mature some well-considered and practical project with the Imperial Government, and then recommend it to the adoption of the Cabinet of Washington.

I have, &c.
(Signed) NAPIER.

No. 12.

General Cass to Mr. Dallas.—(Communicated to the Earl of Malmesbury by Mr. Dallas, July 19.)

Sir,

Department of State, Washington, June 30, 1858.

YOUR despatches Nos. 104, 106, and 108, together with the accompanying copies of the papers referred to, have been received at this Department, and have been laid before the President; and I am gratified in being able to convey to you the assurance that he fully approves your correspondence with Lord Malmesbury on the important subject committed to you.

As to the aggressions upon the vessels of the United States by British armed cruisers, which led to this correspondence, and which you have made known to Her Britannic Majesty's Government, it is not necessary that I should enter into any further consideration of them at this time. When the facts shall have been correctly ascertained, and duly considered, I do not doubt but that the British Government will promptly redress any injuries which may have been inflicted, and will mark with its displeasure those officers whose conduct has given just cause of offence to the United States.

And in addition to the satisfactory assurances which your correspondence contains of the views of the British Government, it gives me pleasure to be able to inform you that this Department, by direction of Lord Malmesbury, has been furnished by Lord Napier with the copy of a letter addressed to his Lordship by Lord Malmesbury, and dated the 11th instant, in which the same purposes are avowed, and the same principles recognized, as reported in your despatch of the 8th instant. A copy of this document is herewith inclosed.

The President desires you would express to Lord Malmesbury his gratification at this satisfactory termination of the controversy which has given so much trouble to our respective Governments concerning the claim of a right in behalf of a British cruiser, in time of peace, to search or visit American merchant-vessels upon the ocean. Her Britannic Majesty's Government has disclaimed this pretension, and recognized the principles of international law laid down in the letter from this Department to Lord Napier, of the 10th of April last, and which has been maintained by distinguished British statesmen, and especially by that eminent jurist, Lord Stowell, who said emphatically, while deciding a case judicially before him, that "no nation can exercise a right of visitation and search upon the common and unappropriated parts of the ocean, except from the belligerent claim."

The President is aware of the abuses to which the fraudulent assumption of the flag of one Power by the citizens or subjects of another, may give rise, and he deeply regrets that the flag of the United States has ever been prostituted to unworthy purposes by such a reprehensible proceeding. At the same time he entertains a strong conviction that the occasional abuse of the flag of any nation is an evil far less to be deprecated than would be the establishment of a pretension like this, which is incompatible with the freedom of the seas. But while avowing this conviction, he instructs me to say that the United States are not less solicitous than Great Britain that a remedy should be found for this false employment of national colours, to which Lord Malmesbury refers in just terms of condemnation. And the President, though not prepared to make any suggestion upon the subject, is yet ready to receive any propositions which the British Government may feel disposed to make, and to consider them with an earnest hope that the object may be safely and satisfactorily attained.

But, while communicating to his Lordship these favourable sentiments of the President, it is due to the occasion to say that there are grave difficulties in the way of reconciling any kind of examination, looking to the detention of vessels, with that entire immunity which is so dear to the people of the United States, and

so important to all commercial nations. It is a practical question whose solution requires much cautious consideration, and all the assurance that can now be given by this Government is, that it shall be discussed with an anxious desire that it may be so adjusted as to prevent the evil to be complained of, while, at the same time, the ocean shall be left free to the merchant-vessels of all nations, each maintaining its own police without the interference of others.

The United States have enacted a stringent and comprehensive code of laws against the African Slave Trade, and the President is authorized to employ the naval force of the country in its suppression. Since the Treaty of 1842, and in conformity with its requisitions, a squadron carrying eighty guns has been maintained in this service upon the coast of Africa, and with a result, I regret to say, no way commensurate with the loss of life and property it has occasioned. The employment of this squadron has, however, prevented such exertions from being made in other quarters of the world for the repression of this Traffic as would otherwise have been undertaken, and which would, probably, have proved far more effectual. And the President is under the impression that, if this squadron were withdrawn from the African coast, the vessels composing it might be ordered upon service elsewhere to much better advantage in the suppression of this criminal employment; and he is seriously considering the subject, with a view to determine whether it is not advisable to give the year's notice provided for in the Treaty of 1842, with a view to the abrogation of Article VIII, which creates an obligation on the part of our respective Governments to maintain squadrons of repression in the African seas.

You are instructed to read this despatch to Lord Malmesbury, and, should he desire it, you may leave a copy with him.

I am, &c.
(Signed) LEW. CASS.

No. 13.

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, July 23, 1858.

ON the 19th instant Mr. Dallas called on me, and read to me a note, of which I inclose a copy.*

I heard with great satisfaction that the course adopted by Her Majesty's Government in respect to the complaints against our cruisers, and the general question of the right of search and visit, had convinced the United States' Government that Great Britain is not desirous of asserting or enjoying any public privileges at the expense of the interest and honour of other nations.

I also heard with pleasure that General Cass was prepared and willing to receive and consider any suggestions on the part of Her Majesty's Government, which might secure a proper verification of the flag assumed by merchant-vessels, without interrupting commerce, or wounding the national susceptibilities of maritime States.

It is a question so difficult, and is of such a delicate, though practical, character, that Her Majesty's Government will not offer such suggestions hastily, nor without having first consulted the feelings and opinions of commercial countries, and of men experienced in the trade and navigation of the ocean.

When convinced that they can lay before the United States a proposition of the nature which they desire to obtain, it will be submitted to the United States' Government.

I am, &c.
(Signed) MALMESBURY.

No. 14.

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, January 14, 1859.

WITH reference to your Lordship's despatch of the 24th of June last, stating that the Government of the United States would give their attentive con-

sideration to any proposal which Her Majesty's Government might suggest for the verification of the nationality of merchant-vessels, and their right to the flag which they displayed, I have to acquaint you that Her Majesty's Government invited the French Government to come to an understanding with them as to an agreement, to be made in the first instance between themselves, for establishing an identical code of orders in the French and British navies, which should enable the officers of ships of war to verify the nationality of a suspicious vessel, and which, when so established, might be subsequently submitted for adoption by the United States.

I now transmit to your Lordship a copy of a despatch from Count Walewski, which has been communicated to me by the Duke of Malakoff, inclosing a Memorandum stating the views of the French Government upon this subject.

Although Her Majesty's Government consider the proposals of the French Government for settling the question of the right of visit as far from effective, and not calculated to relieve the commanders of ships of war from a most onerous responsibility, they nevertheless consider it to be so important that an identical Code of Instructions, on this subject, should be given to their cruisers by the Governments of all Maritime Powers, that they do not hesitate to invite the Government of the United States to acquiesce in the proposals made by the French Government, and to give orders to the Commanders of their Naval Forces in strict accordance therewith.

You will, therefore, make the necessary communication to General Cass without delay.

I am, &c.
(Signed) MALMESBURY.

Inclosure 1 in No. 14.

Count Walewski to the Duke of Malakoff.

M. le Maréchal,

Vichy, le 4 Septembre, 1858.

EN vous envoyant, le 26 Juillet dernier, copie d'une dépêche du Secrétaire d'Etat de la Reine à Lord Cowley, dont j'avais reçu communication, je me réservais de vous faire connaître la suite que nous pourrions donner à la proposition qu'elle contenait, d'une entente entre le Gouvernement de l'Empereur et celui de Sa Majesté Britannique, au sujet de la vérification de nationalité des navires marchands. Après avoir examiné cette question de concert avec M. le Ministre de la Marine, j'ai résumé dans la note ci-jointe les bases de l'accord qui pourrait s'établir entre toutes les Puissances Maritimes, en matière d'enquête de pavillon. Si les règles qui en résulteraient se trouvaient unanimement admises, on n'aurait plus, je crois, à appréhender les abus qui sont toujours possibles en l'état de choses, ni, par suite, les conflits qui aujourd'hui peuvent inopinément troubler les bonnes relations des deux Etats. Je vous prie, M. le Maréchal, de vouloir bien entretenir Lord Malmesbury de notre manière de voir, et de me faire savoir si le Gouvernement de Sa Majesté Britannique est disposé à l'accueillir.

Je me propose d'écrire dans le même sens à Washington, afin d'arriver à un accord complet entre les trois Gouvernements sur la solution de cette question.

Agréé, &c.
(Signé) A. WALEWSKI.

(Translation.)

M. le Maréchal,

Vichy, September 4, 1858.

IN forwarding to you, on the 26th of July last, a copy of a despatch addressed by the Queen's Secretary of State to Lord Cowley, which had been communicated to me, I deferred informing you how we could carry out the proposition which it contained of establishing an agreement between the Government of the Emperor and that of Her Britannic Majesty, on the subject of the verification of the nationality of merchant-vessels. After having examined this question in concert with the Minister of Marine, I have summed up in the annexed note the bases of the agreement which might be established between all the maritime Powers on the subject of the verification of a ship's nationality. If the rules which would result from this note were to be unanimously assented to, there would, in my belief, no longer be any reason to apprehend the abuses which are always possible in the

present state of things : nor, consequently, to fear those disputes which may, now, unexpectedly disturb the friendly relations of the two States. I beg you, M. le Maréchal, to have the kindness to explain our views to Lord Malmesbury, and to let me know whether Her Britannic Majesty's Government is disposed to receive them favourably.

I intend to write in the same spirit to Washington, in order to arrive at a complete agreement between the three Governments in regard to this question.

Receive, &c.

(Signed) A. WALEWSKI.

Inclosure 2 in No. 14.

Memorandum.

EN vertu de l'immunité de pavillons, tout bâtiment marchand navigant en pleine mer est hors de toute juridiction étrangère. Un navire de guerre ne peut donc visiter, détenir, arrêter, et saisir que les bâtiments de commerce qu'il reconnaît avoir la même nationalité que lui.

Le pavillon étant, *prima facie*, le signe distinctif de la nationalité d'un navire, et par conséquent la constatation de la juridiction dont il relève, il est naturel qu'un bâtiment marchand, lorsqu'il se trouve en pleine mer en vue d'un navire de guerre, hisse son pavillon pour attester sa nationalité : dès que le bâtiment de guerre s'est fait reconnaître en arborant ses couleurs, le bâtiment marchand doit donc également arborer les siennes. S'il s'y refuse, il est admis qu'on puisse le semoncer par un premier coup de canon à poudre, et s'il reste sans effet, par un second coup de canon à boulet, mais dirigé de manière à ne pas l'atteindre.

Dès qu'en arborant son pavillon, le bâtiment marchand a établi sa nationalité, le navire de guerre étranger ne doit plus prétendre à aucune action sur lui. Tout au plus, peut-il dans un certain cas user du droit de la faire raisonner, c'est-à-dire, lui demander de répondre aux questions adressées par porte-voix, mais sans contrarier sa route.

Lorsque cependant la présomption de nationalité résultant du pavillon arboré par un navire marchand se trouve mise sérieusement en doute par des informations ou des indices de nature à faire croire que le bâtiment n'appartient pas à la nation dont il a pris les couleurs, le navire de guerre étranger peut recourir à une vérification de la nationalité assumée.

Une chaloupe sera détachée à cet effet vers le bâtiment suspect qu'on aura hélé préalablement pour l'en avertir. La vérification consistera dans l'examen des papiers constatant la nationalité du bâtiment. Il ne pourra être réclamé que l'exhibition de ces pièces. Toute enquête sur la nature du chargement, sur les opérations commerciales, sur un autre fait, en un mot, que celui de la nationalité, toute recherche, toute visite quelconque, sont absolument interdites. L'officier chargé de la vérification devra procéder avec une grande discrétion et avec tous les égards possibles, et quitter le navire aussitôt la vérification effectuée, en offrant de spécifier sur les papiers du bord le fait, les circonstances de la vérification, et les motifs qui l'ont déterminé à y procéder.

Hors le cas de suspicion légitime de fraude, il ne devra, d'ailleurs, jamais être nécessaire que le commandant d'un navire de guerre étranger ait à monter ou à envoyer à bord d'un bâtiment de commerce, tant sont nombreux les indices qui, abstraction faite des couleurs, révèlent aux yeux des marins la nationalité d'un bâtiment.

Il en est à toute hypothèse bien entendue que le navire de guerre qui se décide à aborder un bâtiment de commerce étranger le fait toujours à ses risques et périls, et demeure responsable de toutes les conséquences qui peuvent résulter de son acte.

Le commandant du navire de guerre étranger qui aura eu recours à cette mesure, devra dans tous les cas en faire objet d'un rapport à son Gouvernement, et l'informer des motifs évidents qui l'ont fait agir. Communication de ce rapport et des raisons qui ont provoqué la vérification sera donnée officiellement au Gouvernement auquel appartiendra le navire qui aura été soumis à l'enquête du pavillon.

Toutes les fois que celle-ci ne sera pas justifiée par des raisons évidentes, ou n'aura pas été faite d'une manière convenable, il y aura lieu à indemnité.

(Translation.)

IN virtue of the principle of the immunity of national flags, every merchant-vessel navigating the high seas is exempt from all foreign jurisdiction. A ship of war can, therefore, only visit, detain, arrest, and seize those merchant-vessels which she recognizes as being of the same nationality as herself.

The flag being *prima facie* the distinctive sign of the nationality of a vessel, and consequently the proof of the jurisdiction to which she is subject, it is natural that a merchant-vessel, on finding herself on the high seas in the presence of a man-of-war, should hoist her flag to attest her nationality: so soon as the man-of-war has made herself known by hoisting her colours, the merchant-vessel ought likewise to hoist hers. If she refuses to hoist her flag it is agreed that she may be summoned to do so, first by a blank gun, and, if that remains without effect, by a second gun shot, but pointed so as not to strike her.

As soon as the merchant-vessel, by hoisting her flag, has established her nationality, the foreign man-of-war can claim no authority over her. The utmost which the latter may do is, in certain cases, to claim the right of speaking with her; that is to say, to ask her to reply to questions addressed to her through a speaking trumpet, but without interfering with her course.

When, however, the presumption of nationality resulting from the colours hoisted by a merchant-vessel is rendered seriously doubtful by information, or by signs, of a nature to encourage the belief that the vessel does not belong to the nation whose colours she has assumed, then the foreign man-of-war may have recourse to a verification of the nationality assumed.

With this object a boat shall be sent to the suspected vessel, which shall have been previously hailed to announce the intended visit. The verification shall consist of the examination of the papers proving the nationality of the vessel. The exhibition of these documents is all that can be desired. All inquiry into the nature of the cargo, commercial operations, or, in a word, on any other point but that of nationality, all search or visit of any kind, are absolutely forbidden. The officer entrusted with the verification ought to conduct his proceedings with great discretion and with all courtesy, and leave the vessel as soon as the verification has been effected, offering to enter in the ship's papers the fact and circumstances of the verification, and the motives which determined him to resort to it.

Except in the case of legitimate suspicion of fraud, it ought never otherwise to be necessary for the commander of a man-of-war to go or to send on board a merchant-vessel, so numerous are the signs which, putting colours out of the question, reveal to the eye of a seaman the nationality of a vessel.

In every case it is clearly understood that the man-of-war that decides on boarding a foreign merchant-vessel does it at her own risk and peril, and remains responsible for all the consequences which may be the result of her act.

The commander of the foreign ship of war who shall have had recourse to this measure ought, in all cases, to make it the subject of a report to his Government, and should explain the reasons of his having so acted. This report, and the reasons which led to the verification, shall be communicated officially to the Government to which the vessel whose colours have been verified shall belong.

Whenever the examination shall not be justified by evident reasons, or shall not have been conducted in a suitable manner, a claim may arise for indemnity.

No. 15.

The Earl of Malmesbury to Lord Napier.

(Extract.)

Foreign Office, January 14, 1859.

WITH reference to my despatch of this day's date, I inclose for your Lordship's information, copies of the correspondence that has passed between Her Majesty's Government and the Government of His Imperial Majesty with regard to the proposals made by Count Walewski on the 4th of September last, respecting the measures that should be adopted by vessels of war to secure the verification of the flag of merchant-vessels on the high seas.

Your Lordship will observe that, in the opinion of Her Majesty's Government, those proposals fail in one important particular, namely, what is to be done by a man-of-war if a vessel does not display her flag after a gun with shot in it has been fired, so as not to strike her.

Her Majesty's Government regret that they have been unable to obtain from the French Government any improvement of their proposal in this particular, and they fear that it is not probable that the United States will view the desire Her Majesty's Government have expressed for an alteration with reference to this important point in a more favourable light; but should your Lordship have any opportunity of urging with success upon the Government of the United States the necessity of so far altering the instructions to be given to naval officers, as to secure that in every case a merchant-ship should be compelled, by force if necessary, to hoist the colours of the nation to which she claims to belong, your Lordship will not fail to do so.

Inclosure 1 in No. 15.

The Earl of Malmesbury to Earl Cowley.

My Lord,

Foreign Office, October 20, 1858.

IN my despatch of the 18th ultimo, I informed your Excellency that I was in communication with the Lords Commissioners of the Admiralty upon the proposal for the settlement of the question of the right of visit contained in Count Walewski's despatch to the Duke of Malakoff of the 4th ultimo.

I have now to acquaint your Excellency that the Lords of the Admiralty have stated to me that they consider that unless some additions are made to that proposal, or some explanations afforded as to its meaning, great difficulties and misunderstandings may arise as to the regulations to be founded thereupon.

The right of a man-of-war to call upon a merchant-vessel at sea to declare her nationality by hoisting her true flag, is laid down in the French proposition, and the means, up to a certain point, of compelling compliance with a summons, are also shown; but the French proposition is silent as to what is to be done by the man-of-war if a vessel does not display her flag after a gun with shot in it has been fired so as not to strike her.

Is it to be assumed, as a matter of course, that the man-of-war may fire her next shot so as to strike the merchant-vessel, if her two summonses be disregarded?

It appears to the Lords of the Admiralty that this point should be cleared up before the proposition is accepted as the basis of an agreement, or it may otherwise be found that the first step towards the verification of the nationality of a merchant-vessel could not be taken.

The regulations to be framed upon these proposals are intended, not only for the coast of Africa, but for the high seas everywhere, and not more to assist in putting down the Slave Trade on the coast of Africa, than piracy wherever it prevails.

When the flag of the merchant-vessel has once been hoisted, the man-of-war may hail her, but may not interrupt her course (and here the difficulty begins), unless the nationality of the vessel is open to serious doubt from information received, or from other indications which give occasion to suppose that the vessel does not belong to the nation whose colours she has assumed.

The proposition goes on to state how the vessel of war is to verify the flag in cases of "serious doubt;" and here the Lords of the Admiralty notice a grave omission in the proposition.

It says: "A boat shall be detached towards the suspected vessel, which shall have been previously hailed, to give her notice."

What is to be done if the merchant-vessel stands on her course, so as to prevent the boat from coming alongside; or if the man-of-war cannot get near enough to hail, and acquaint the vessel with her intention to send on board of her, from want of speed, or stress of weather, or other cause?

May the man-of-war give her the two warnings, as prescribed above, to make her show her flag, and then fire into her, if she does not heave-to and allow the boat to come alongside?

The Lords of the Admiralty consider that this point should be stated more

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clearly, in order that there may be no doubt as to the nature of the regulations which would be proposed for subsequent agreement.

When once on board, the verification is to consist in the examination of the papers, and the papers alone. No question may be asked as to the nature of cargo, nor any kind of examination made as to crew, passengers, or the nature of commerce in which the vessel is engaged.

At present a British officer, before proceeding to search a vessel, is ordered to gain every information which can be obtained by inquiries courteously made.

Such inquiries would be as much a breach of this proposed agreement as an actual search. In fact, it appears to the Lords of the Admiralty, that a false flag, and a forged set of papers, would confer absolute immunity to any vessel.

The proposition goes on to state, that there are few occasions on which it is necessary to board a vessel in order to verify her nationality, there being so many points which show to a sailor's eye the nationality of a vessel. The Lords of the Admiralty observe that, though this is undoubtedly true, the signs which show the ownership of a vessel are not equally clear.

A vessel seen may hoist a French flag, and a sailor's eye may at once perceive that the ship is French in origin, but the vessel may have been sold and be owned by a merchant of the Havana, and have a slave cargo on board. None of these facts can be ascertained except by a close examination of the papers, the mustering of the crew and passengers, to see if they agree with the list; and the ownership and cargo, and other particulars of the voyage, can only be ascertained by a careful questioning of the master and other persons found on board.

The Lords of the Admiralty quite agree with the French proposition, that in every case in which a vessel is boarded by a man-of-war, it must be done at the risk and on the responsibility of the officer, if it is done wantonly and without sufficient cause. Their Lordships see no objection to the proposal that, in every case of a visit made, a report shall be made by the officer to his Government in the manner there pointed out; and that the Government to which the vessel visited belongs, shall also be made acquainted with the fact and the reason of the visit, and that in every case when the visit shall not have been justified by evident reasons, or improperly performed, a claim proportioned to the damage sustained may be preferred.

The Lords of the Admiralty have further called my attention to the increased difficulty with which officers cruising for the suppression of the Slave Trade on the coast of Africa will, in their opinion, have to contend, unless the proposition made by the French Government is amended, and made more complete in those points on which their Lordships have indicated its present deficiencies.

Unless this be done, they express their decided opinion that the general Law of Nations admitted by General Cass, and quoted by me in my despatch to your Excellency, dated the 20th of July, gives them a more effective power to check the Slave Trade than a code of regulations strictly framed on the French proposals, at present suggested, would afford.

I have to instruct your Excellency to communicate to Count Walewski the above views of the Lords Commissioners of the Admiralty upon the proposal contained in his Excellency's despatch to the Duke of Malakoff of the 4th ultimo, and to invite his Excellency to favour Her Majesty's Government, at his earliest convenience, with any observations which the French Government may have to offer in reply; as Her Majesty's Government are anxious to make, with as little delay as possible, a communication to the Governments of other maritime States upon this subject.

It appears to Her Majesty's Government that the most important point to determine in the interest of general safety and order on the high seas is, that a man-of-war shall have a right to oblige a merchant-vessel to show her colours when challenged to do so, and that if the latter should refuse, force may be employed. Without this first proceeding being acknowledged and established, nothing can be done.

I am, &c.
(Signed) MALMESBURY.

Inclosure 2 in No. 15.

The Earl of Malmesbury to Earl Cowley.

My Lord,

Foreign Office, October 23, 1858.

I HAVE to acquaint your Excellency that since my despatch of the 20th instant was written, I have received from the Law Officers of the Crown their opinion upon the proposal for settling the question of the right of visit contained in the despatch addressed to the Duke of Malakoff by Count Walewski, on the 4th ultimo.

I have to refer your Excellency to that part of my despatch of the 20th of July, in which I submitted two questions for the consideration of the French Government, namely:—1st. How far a ship of war, which is assumed to have a right to make a merchant-vessel show her colours, and so declare her nationality, has a power to enforce that right; and, 2ndly, when a merchant-ship displays her colours, how is a ship of war to verify the nationality claimed, should her honesty be suspected?

I have to state to your Excellency, that it appears to Her Majesty's Government that the first question has not, in effect, received a sufficient answer from Count Walewski. His Excellency, in his despatch to the Duke of Malakoff, seems to assume that a merchant-vessel will always show her colours on being summoned so to do by a ship of war; an assumption upon which no reliance can be placed in practice.

Her Majesty's Government are of opinion that if a merchant-vessel, after being summoned and warned in the usual manner by a man-of-war (first hoisting her colours and firing a blank cartridge, and next by firing a shot over or a-head of the chase), still omits either to show her colours, or to heave-to, this circumstance would be of itself, as a general rule, of so suspicious an aspect as to justify the man-of-war, after every other measure had been exhausted, in resorting to force, as by firing shot at the chase in the last resort.

In case of the chase heaving-to, her merely not showing any colours would, of course, be immaterial, except as authorizing her being boarded by the cruiser.

With respect to the second question, Her Majesty's Government fear, that if the exhibition of papers alone is to be conclusive in every case without exception, and is to preclude absolutely a single question, or the most obvious and cursory inspection, as suggested by Count Walewski, false papers will be as freely and successfully resorted to as they are at present by slavers. Her Majesty's Government assume that where the flag of one nation and the papers of another are exhibited, this will authorize detention; and they see no reason why, in certain other cases, which may be easily conceived, some latitude should not be conceded, even if the papers, although they may show the same nationality as the flag, are grossly and obviously fraudulent or imperfect, as, for instance, purporting to be for a destination quite contrary to that of the actual voyage, or being apparently for a laden vessel with cargo, when the vessel has no cargo but slaves, and so forth.

Her Majesty's Government do not mean that irregularity of papers alone should justify capture, but they conceive that, on the other hand, the mere production of papers should not be held absolutely conclusive.

Her Majesty's Government assume that in the event of the arrangement suggested being carried out, lists and copies, carefully corrected from time to time, of the legal "ship's papers," would be transmitted between the Powers entering into the proposed arrangement.

Her Majesty's Government would further suggest that naval officers should be required to enter in their log-books before boarding vessels, a full record of the grounds of suspicion upon which they act.

Her Majesty's Government are also of opinion that a rule should be laid down with regard to the manner in which the question of the indemnity for the detention of a vessel should be decided, and that the best mode of settling this point would be by submitting such cases to a Mixed Commission or Board, composed of two arbitrators and an umpire, empowered to decide finally, and without appeal, after hearing one counsel or agent for each Government, and to cause payment to be made forthwith.

I have to instruct your Excellency to communicate to Count Walewski the above views and suggestions of Her Majesty's Government, with regard to the

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proposal contained in his Excellency's despatch to the Duke of Malakoff, and to request him to favour Her Majesty's Government at his earliest convenience with the observations which the French Government may have to offer in reply.

I am, &c.
(Signed) MALMESBURY.

Inclosure 3 in No. 15.

Earl Cowley to the Earl of Malmesbury.

(Extract.)

Paris, December 13, 1858.

COUNT WALEWSKI has placed in my hands the *note verbale* of which the inclosed is a copy, as the answer of the Imperial Government to the Memorandum which, under your Lordship's directions, I communicated to him some time back, containing the observations of Her Majesty's Government upon the French proposal for regulating the question of the right of visit.

Your Lordship will see that the Imperial Government is unwilling to adopt the modifications to their proposal suggested by Her Majesty's Government.

I regret that I was prevented reading this document in Count Walewski's presence, for had I known its contents before I left his Excellency I should certainly have observed to him that the well-known intention of Her Majesty's Government, in desiring to regulate the right of visit, was not so much the suppression of piracy, which the French *note verbale* justly described to be all but annihilated, as the eradication of the Slave Trade. It was for this latter purpose that they sought, not as the *note verbale* seemed to indicate, concessions to the British flag, but a general understanding among the maritime Powers of the world, for the purpose of regulating the manner of verifying a ship's nationality, and preventing the abuse of the flag of any nation to cover a traffic which all nations repudiated.

I have already remarked to Count Walewski, in former conversations, that there would be no risk of a merchantman refusing to show her colours when called upon to do so by a ship of war, if the obligation of so doing was established by some international act.

I should have repeated this remark on the present occasion, and I should have added that I knew nothing more likely to encourage both piracy and the Slave Trade, under an assumed French flag, than the knowledge that the French Government did not admit that the display of a merchantman's colours at the demand of a ship of war was compulsory.

Although it is still my intention to make these remarks to Count Walewski on the first favourable opportunity, I am desirous that your Lordship should at once know that I should not have left a document of the nature of that inclosed without an answer, had I perused it in Count Walewski's presence.

Inclosure 4 in No. 15.

Memorandum.

LES observations présentées dans les Memorandums du Foreign Office et de l'Amirauté paraissent, après un examen attentif, tendre à modifier profondément le mode d'enquête concernant la nationalité des navires tel que le concevait le Gouvernement de l'Empereur.

Ces Memorandums demandent, en premier lieu, qu'on détermine nettement si le capitaine d'un navire de guerre a droit de tirer sur un bâtiment marchand de manière à l'atteindre quand celui-ci, après avoir été semoncé par les deux coups d'usage, persiste à ne pas hisser son pavillon. On croit qu'il serait à la fois difficile et dangereux de formuler une réponse précise à une question semblable. En effet la vérification de la nationalité ne pouvant, en temps de paix, avoir d'autre but que la repression de la piraterie, il est évident qu'on ne doit y recourir qu'en présence de soupçons bien fondés et que toute violence ou voie de fait est interdite, tant qu'il n'y a pas présomption acquise de piraterie. Or, un bâtiment de commerce qui

refuse de hisser son pavillon devient, sans doute, par là justement suspect ; mais sans qu'on soit autorisé cependant à conclure de ce seul refus que ce peut être un pirate. On ne saurait donc, en pareil cas, que s'en rapporter à la prudence des commandants, qui devront prendre conseil des circonstances, en n'oubliant jamais qu'en temps de paix l'usage de la force n'est permis qu'à la dernière extrémité, et en se rappelant qu'ils sont responsables de leurs procédés et de leurs conséquences.

C'est dans le même sens qu'on répondra à la question analogue posée par les Memorandums Anglais pour l'hypothèse où un navire qu'on veut faire raisonner en envoyant une embarcation le long du bord, ne tiendrait nul compte de l'avertissement préalable et continuerait obstinément sa route. Le droit d'enquête du pavillon n'est pas, en temps de paix, un droit parfait emportant avec lui la faculté de contraindre ; il ne doit dès-lors pouvoir être exercé que sous la condition d'une très grande responsabilité. Il faut que les capitaines des navires de guerre qui en usent, sachent qu'ils agissent toujours à leurs risques et périls, et n'aient pas à invoquer, pour justifier leur conduite, d'autre principe que ce principe du droit des gens en vertu duquel la marine militaire peut, sur le soupçon légitime de piraterie, vérifier la nationalité des navires marchands.

Quant à la latitude que les Memorandums Anglais désireraient qu'on laissât aux commandants de pouvoir, dans certaines circonstances, faire procéder à l'enquête du pavillon autrement que par l'exhibition du rôle d'équipage, et par celle des autres pièces destinées à faire preuve de la nationalité, on ne croit pas qu'elle puisse être concédée. Les instructions du Gouvernement Britannique n'ont certainement jamais manqué de recommander à ses croiseurs toute la réserve et la modération possibles en matière de vérification de pavillon. D'où vient cependant qu'il s'est produit à cette occasion tant de faits qui ont obligé le Gouvernement Français à réclamer auprès du Gouvernement de la Reine ? C'est que les commandants restant jusqu'ici juges des preuves qu'ils avaient à réclamer d'un bâtiment marchand à l'appui de sa nationalité apparente, ont cru trop souvent pouvoir formuler des exigences qui transformaient leur vérification en acte de visite. Or, puisqu'on a pour but en cherchant à se mettre d'accord sur une mode déterminée d'enquête de prévenir ces regrettables méprises de la part des officiers qui procèdent à la vérification, c'est surtout en ce qui regarde la preuve de la nationalité qu'il importe de tracer une règle dont ils ne puissent pas s'écarter au gré de leurs appréciations personnelles. Aussi, le Gouvernement de l'Empereur conserve-t-il la conviction qu'on ne saurait à cet égard aller plus loin qu'il ne l'a suggéré dans sa note antérieure.

Quelle est d'ailleurs, en résumé, la raison qui légitime le maintien de la faculté d'enquête de pavillon ; c'est le besoin d'assurer la police des mers au point de vue de la piraterie. Or, la piraterie a si complètement disparu sur les principales mers du globe que la faculté d'enquête, si elle est renfermée dans ses véritables limites, ne saurait désormais trouver que très rarement l'occasion de s'exercer.

Paris, le 10 Décembre, 1858.

(Translation.)

THE observations presented in the Memoranda of the Foreign Office and of the Admiralty appear, after an attentive examination, to tend to modify materially the mode of inquiry into the nationality of vessels, as conceived by the Government of the Emperor.

These Memoranda demand, in the first place, that it should be absolutely determined whether the captain of a man-of-war has the right to fire on a merchant-vessel so as to strike her, when the latter, after having been summoned by the two customary shots, persists in refusing to hoist her flag. It is thought that it would be both difficult and dangerous to frame a direct answer to such a question. In fact, it being impossible that in time of peace the verification of nationality should have any other object than the suppression of piracy, it is evident that it must only be resorted to in the face of well-founded suspicions, and that all violence or coercion is forbidden, so long as there is no actual presumption of piracy. Now, a merchant-vessel that refuses to hoist her flag becomes beyond a doubt thereby open to just suspicion ; but without that refusal by itself authorising the conclusion that she may be a pirate. In such case, then, one could but trust to the prudence of Commanders, who must consult circumstances, never forgetting that in time of

peace the employment of force is only allowed in the most extreme cases, and recollecting that they are responsible for their proceedings and their consequences.

A similar answer will be given to the analogous question put by the English Memoranda for the supposition of the case of a ship which it is desirable to communicate with by sending a boat alongside, taking no notice of the preliminary warning, and obstinately continuing her course. The right of verifying the colours of a merchant-vessel is not, in time of peace, a perfect right, carrying with it the power of compulsion. It must, then, only be exercised on condition of great responsibility being incurred. The captains of men-of-war who exercise this right must know that in doing so they are always acting at their own risk and peril, and have not any other principle to invoke in justification of their conduct than that of the right of nations, in virtue of which ships of war can, on legitimate suspicion of piracy, verify the nationality of merchant-vessels.

With regard to the latitude which the English Memoranda would wish to be left to Commanders, of having the right, in certain cases, to proceed to verify the nationality of a vessel otherwise than by the exhibition of the muster-roll, and of the other papers meant to prove her nationality, it is thought impossible that it should be conceded. The instructions of the British Government have never failed to recommend to their cruisers all the reserve and moderation possible in the question of the verification of colours. Whence comes it, however, in the exercise of this duty, so many circumstances have accrued which have obliged the French Government to claim reparation from the Government of the Queen? It is because Commanders having been hitherto the judges of the proofs which they might claim from a merchant-vessel in support of her apparent nationality, have too often thought that they might frame requisitions which transformed their verification into an act of visit. Now, since the object, in attempting to agree upon a fixed mode of inquiry, is to prevent those lamentable mistakes on the part of the officers who proceed to verify a ship's nationality, it is especially in that which regards the proof of nationality that it is important to draw a rule from which they cannot deviate in accordance with their mere personal views. Moreover, the Government of the Emperor are convinced that in this respect it would be impossible to go further than their suggestions in their previous note.

Besides, to sum up, what is it which legalises the maintenance of the power of verifying a ship's nationality? It is the necessity of insuring the police of the seas with respect to piracy. Now, piracy has so completely disappeared on the principal seas of the globe, that the right of verifying a ship's colours, if confined to its true limits, could henceforth but very rarely be exercised.

Paris, December 10, 1858.

Inclosure 5 in No. 15.

Earl Cowley to the Earl of Malmesbury.

My Lord,

Paris, December 15, 1858.

WITH reference to my despatch of the 13th instant, I have the honour to state that since writing it I have had an opportunity of speaking to Count Walewski on the subject of the *note verbale* relating to the right of visit, a copy of which was inclosed therein.

I told his Excellency, as I informed your Lordship I should do, that the object of Her Majesty's Government in desiring to regulate the question of the right of visit, was to prevent the abuse of the flag of any nation to cover the Slave Trade, and I added that I could not understand the difficulties raised by the French Government to carry out the provisions which they had themselves suggested, with a view of obtaining that desirable end.

Count Walewski replied that it was one thing to admit a right, and another thing to say how that right was to be exercised. The French Government did not deny that a suspected ship, but a suspected ship only, might be obliged to show her colours by a ship of war; but the manner in which the obligation was to be enforced must, his Excellency argued, be left to the discretion and responsibility of the officer commanding the ship of war. It would be impossible for the French Government to admit in general terms that a merchant-ship refusing to show her colours might be fired into. It would be giving a power to naval officers that

might be abused, and might, consequently, lead to the most deplorable consequences.

I have, &c.
(Signed) COWLEY.

Inclosure 6 in No. 15.

The Earl of Malmesbury to Earl Cowley.

My Lord,

Foreign Office, December 24, 1858.

I HAVE received your Excellency's despatch of the 13th instant, inclosing a copy of a *note verbale* which was placed in your hands by Count Walewski as the answer of the Imperial Government to the communication of Her Majesty's Government on the question of the right of visit.

I have also received your Excellency's further despatch of the 15th instant, reporting your conversation with Count Walewski on this subject.

It appears from the French note, and from the language of the French Minister, that the Imperial Government are not prepared to modify their proposals in accordance with the suggestions of Her Majesty's Government; and the effect of this decision, if persevered in, must necessarily be to render almost nugatory any attempt to secure a just and effectual police of the seas.

The arguments, indeed, now used by the French Government tend to show that, in their opinion, such police is uncalled for. They allege that piracy is extinct; that therefore, in fact, no occasion exists for verifying the flag of a merchant-ship; and they desire to throw upon naval officers the whole responsibility of executing orders given to them by their respective Governments.

It must surely be impossible for the French Government to have come to this conclusion without overlooking the worst form of piracy which is now openly carried on to an unlimited extent by traders in negro slaves. It must be wholly impossible for France, as one of the first civilized nations of the world, to view otherwise than with horror the revolting scenes to which that Traffic leads; but if facts have not hitherto been brought to the knowledge of the French Government, I have to instruct your Excellency to communicate to Count Walewski the accompanying copies of a letter from Commodore Wise, and of a note which I have felt it to be my imperative duty to address to the United States Minister at this Court, proving, beyond doubt, the piratical use of the American flag, and its prostitution to the foulest purposes.

I said to Mr. Dallas, as your Excellency will say to Count Walewski, that the circumstances detailed by Commodore Wise disclose facts calculated to move the most prejudiced feelings in regard to the question of the right of visit. The enlightened mind of the Emperor of the French cannot fail to see the evils thus engendered by the abuse of a legitimate flag; and I am willing to believe that His Majesty will not refuse to cause this question to be reconsidered, with a view to framing instructions which may serve not only for the guidance of naval officers of all countries in effectually verifying merchant-ships, but which may relieve those officers from a responsibility which ought not properly to fall on them, and which it would be ungenerous in any Government to throw upon their servants on occasions when they strictly carry out the orders which they have received.

Her Majesty's Government will await the reply which your Excellency may receive from the French Government before they make any further communication to other Governments on this subject.

Your Excellency will read this despatch to Count Walewski, and place a copy of it in his Excellency's hands.

I am, &c.
(Signed) MALMESBURY

Inclosure 7 in No. 15.

The Earl of Malmesbury to Mr. Dallas.

Sir,

Foreign Office, December 14, 1858.

THE question of the use of the American flag for purposes connected with the Slave Trade has repeatedly led to communications between Her Majesty's Government and that of the United States.

Her Majesty's Government, however deeply they may have felt the sacred obligations which have led this country to take so earnest a part in endeavouring to suppress this horrible Traffic, have equally felt that they were bound to regard the just rights of other nations, and to abstain, unless permitted by Treaty, from interfering authoritatively with suspected vessels provided with legitimate papers, and hoisting corresponding national flags.

The communication which I had the honour to make to you on the 8th of June last, will have proved to your Government that the views above expressed have been acted upon in all sincerity; but it is with the deepest pain that I have to call your attention to facts which disclose the advantage taken of the admission by Great Britain of the international rights of other countries.

The accompanying extracts of a letter from Commodore Wise, the senior British naval officer on the West Coast of Africa, detail circumstances calculated to move the most prejudiced feelings in regard to the question of the right of visit, and to urge the most decided measures for the suppression of proceedings which must be held to be equivalent to the grossest acts of piracy.

Her Majesty's Government cannot for a moment doubt that, equally with themselves, the Government of the United States will view with horror the prostitution of the American flag to such vile purposes.

They must believe that the Government of the United States will be prepared to vindicate the honour of their flag, by repudiating acts calculated to lower it in the estimation of civilized nations, and by taking effectual steps to prevent its being thus debased by traffickers in human flesh.

The Government of the United States have maintained that they are able and determined to preserve the police of the seas, in so far as the American flag is concerned. They have engaged, by the Treaty with this country of the 9th of August, 1842, to maintain a force on the coast of Africa, sufficient to control proceedings such as those which form the subject of this note. The naval officers of the two countries, when they have met on that coast, have happily been on the most friendly terms. But the force employed by the United States has manifestly been insufficient for the great object in view.

I earnestly entreat you, Sir, to call the most serious attention of your Government to these considerations.

I address you in the full conviction that the spirit in which I make this communication will not be misunderstood; and that it may be calculated to induce a kindred nation to act, not merely in accordance with Treaty engagements, but with vigour and determination, and side by side with Great Britain, in vindication of the imperative rights of humanity.

I am, &c.

(Signed) MALMESBURY.

Inclosure 8 in No. 15.

Commodore Wise to the Secretary to the Admiralty.

(Extract.)

"Vesuvius," off Lagos, October 28, 1858.

IN my letter of the 26th of August last, I had the honour of bringing before their Lordships' notice two most glaring instances of the prostitution of the American flag, particularly in the case of the "Ellen," of New York, boarded by Commander Truscott, of the "Heron," when a slave-deck and other fittings for the Slave Trade were found on board; but, as her papers clearly showed her right to the flag of the United States, she was not further interfered with.

It is now my duty to report that the "Ellen," a few days later, ascended the Congo, when she was visited by Commander Bowden, of the "Medusa," who

ascertained that her papers were correct. She subsequently descended that river, and, with her cargo of slaves on board, cooped up and dying under close-locked hatches, the "Ellen" of New York, under the American flag, boldly passed Her Majesty's ship "Medusa."

When the "Ellen" was visited, on passing, the stench sufficiently indicated that numerous human wretches were stowed below, and the reports from Punta da Lenha confirmed the opinion, but further examination was strictly forbidden; and, as the right of the "Ellen" to the flag of America had been proved on two occasions, she was permitted to sail, without molestation, with her rich cargo of death, disease, and misery.

Nor is the "Ellen" a solitary instance: a few days previously, the American yacht "Wanderer" ascended the river, laid her slave-deck, and proceeded to cruize in the offing till her slaves were collected, and is by this, probably, half-way to Cuba.

The case of the "Venus" has been reported. Similar cases are frequently occurring.

On the south coast slaves are procurable in thousands; the natives are selling their own children, and the Traffic in Slaves is rapidly destroying legal trade.

These ill effects are produced by the shameful prostitution of the American flag, for under that ensign alone is the Slave Trade now conducted.

From the master of the "Rufus Soule," captured by Her Majesty's ship "Viper," on the 11th October, when about to ship at Banda Point, some interesting information was obtained, the chief of which was, that the "Rufus Soule" was, to all intents and purposes, a Spanish ship, her real captain and crew were Spanish, the nominal captain was an American, as was also another man, who died from the ill-treatment he received from the Spanish crew.

The American captain, by his own confession, was merely a tool in the hands of the Spaniards to carry out the farce of her being a legal American trader. That her registry was correct was proved on two occasions when boarded by the "Viper."

The master of the "Rufus Soule" repeatedly stated that her registry was correct, but voluntarily destroyed the ship's papers, and surrendered the vessel as without nationality, to escape assassination by the Spaniards; for, to use his own words, "from the time he was out of Matanzas, in Cuba, his life was not worth 50 cents."

I avail myself of this opportunity to furnish you with a list, for their Lordships' information, of slavers which are said to have sailed from the coast during the year 1857, and to the latest dates; my informants are tolerably trustworthy.

Their Lordships will observe that out of the twenty-three vessels said to have escaped, eleven were repeatedly visited by Her Majesty's cruisers, but though known to be slavers they were necessarily left unmolested, through their being *bona fide* American vessels. Had we a Treaty with the United States every one of these vessels would have been captured, and if the right of detaining American slavers to hand them over to their own cruisers was acknowledged, I have no hesitation in saying that the Slave Trade would be entirely suppressed in three years. On the other hand, if the present system is permitted much longer, I feel convinced that every pirate in the universe possessing the requisite means, will, under the protection of the American flag, openly ship their slaves in sight of a British cruiser, knowing that we have no legal right to molest them in any way.

Last year slavers were (in the majority of cases) captured through their captains foregoing the protection of the American flag; but now American slavers are arriving and sailing with almost as much impunity as if they were engaged in legal trade.

In the coming year I feel convinced that the most vigorous efforts will be made by the trans-Atlantic slave-dealers, and if they extend their enterprise to the Bights of Benin and Biafra, farewell to the remunerative and rapidly increasing trade which is now carried on on that coast. The above are painful truths, but must necessarily be disclosed.

Inclosure 9 in No. 15.

INFORMATION of Full Slavers escaped in 1857, and to September 1858.
1857.

Place where shipped.	Name of Slaver.	No. of Slaves.	Remarks.
South Coast.. ..	Brigantine, "W. D. Adams" ..	600	Repeatedly visited by Her Majesty's cruizers.
Ditto	Brig, "R. B. Lawton" ..	600	
Ditto	Brig, "Nancy"	600	Ditto.
Snake's Head ..	Brig "Putnam"	600	
Ditto	Barque, "Pays"	700	Taken in Cuba.
Praya dos Pescadores ..	Brigantine, "Crimea" ..	700	Repeatedly visited by Her Majesty's cruizers.
Ditto	Brig, "Telegraph"	600	Ditto.
Londano	Barque, "Petrel"	650	Taken in Cuba.
Killoo	Barque, "Spirit of '76" ..	700	Ditto.
Loango	A Spanish brig, qy. the "Frank"	550	
Aghwey	Barque, "Vesta"	450	Repeatedly visited by Her Majesty's cruizers.
Whydah	Schooner "Jas. Buchanan" ..	300	Ditto.

1858.

Northward of Mayumba	Schooner, "Merchant" ..	600	In January visited by Her Majesty's ship "Conflict."
Longabonda.. ..	Brig (Spanish) name unknown, Señor Musquito, master	800	Escaped in March.
Banda Point	Brig, "Telegraph"	700	Escaped in June.
Killongo	Brigantine, "Wm. Montague" ..	500	In June two vessels shipped the number stated, supposed to be the vessels named.
Ditto	Schooner, "Blooming Youth" ..	400	
Ditto	Ship, "Trovador"	1,160	Escaped in July.
Ditto	Brig, "Putnam"	700	Captured by United States' vessel of war "Dolphin," off Cuba.
Praya dos Pescadores ..	Brig, "Charlotte"	550	Repeatedly visited by Her Majesty's cruizers. Escaped in July.
Not known, said to be north of the Congo	Barque, "Venus"	800	Repeatedly visited by Her Majesty's cruizers. Escaped in September.
South Coast.. ..	Brigantine, "Ellen"	350	Boarded repeatedly, and by Her Majesty's ship "Medusa," with slaves on board, in September.
In the Congo, cruising in the offing	Yacht, "Wanderer"	Deck laid for 600	Repeatedly visited by Her Majesty's cruizers.

ABSTRACT.

	Slavers.	Slaves.
Captured in the year 1857, and to the latest dates, by Her Majesty's cruizers and Portuguese cruizers, on West Coast of Africa	33	1,501
Escaped in 1857, and to the latest dates	23	14,210
Deduct, captured off Cuba	4	2,750
Total escaped, and cargoes landed in Cuba, in 1857, and to September 1858	19	11,460*

* Loss on middle passage to be deducted.

(Signed) CHAS. WISE,
Commodore and Senior Officer, West Coast of Africa.

No. 16.

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, February 11, 1859.

WITH reference to my despatch of the 14th ultimo, I inclose, for your Lordship's information, copies of further communications which have passed between Her Majesty's Government and the Government of the Emperor of the French on the question of the right of visit. Your Lordship will learn from these papers how the matters in negotiation now stand.

I am, &c.
(Signed) MALMESBURY.

Inclosure 1 in No. 16.

*Count Walewski to the Duke of Malakoff.**

M. le Maréchal,

Paris, le 4 Février, 1859.

J'AI eu l'honneur de vous transmettre, le 4 Septembre dernier, une note dans laquelle j'avais résumé les bases de l'accord qui nous paraissait pouvoir s'établir entre toutes les Puissances maritimes en matière d'enquête du pavillon. La communication que vous avez faite de cette pièce au Cabinet Anglais, ainsi que je vous en avez prié, a amené entre Lord Cowley et moi un échange successif d'observations, desquelles il résulte que, d'une part, le Gouvernement de Sa Majesté Britannique ne considère pas les propositions contenues dans ma note comme étant de nature à établir un système efficace de police maritime, et que, de l'autre, le Gouvernement de l'Empereur ne croit pas possible d'adhérer aux règles qu'on voudrait leur substituer. Dans cet état de choses, le Cabinet de Londres, tout en persistant à croire que nous finirons par nous rallier à sa manière de voir, a pensé que les deux Gouvernements pouvaient toujours, pour le moment, munir leurs officiers de marine respectifs d'instructions strictement conformes aux règles posées dans ma note du 4 Septembre, et Lord Cowley m'a adressé une proposition en ce sens. Nous n'avons point d'objection à accueillir cette ouverture dans les termes où elle nous est faite, c'est-à-dire, comme ne devant constituer qu'un état de choses provisoire. Vous savez, en effet, M. le Maréchal, que dans la pensée du Gouvernement de l'Empereur, la question d'enquête du pavillon ne saurait être résolue que par une entente entre la France, la Grande Bretagne, et les États Unis, et c'est sous cette réserve que nous sommes prêts à adresser, dès à présent, aux commandants de nos bâtiments de guerre des instructions conçues dans le sens de ma note du 4 Septembre. Je vous prie d'en informer Lord Malmesbury en lui demandant, en même temps, de vouloir bien vous communiquer celles que le Cabinet de la Reine fera préparer de son côté pour les officiers de la Marine Britannique. J'attendrai d'en avoir connaissance pour prier M. le Ministre de la Marine de rédiger les instructions destinées aux Commandants Français, afin qu'il y ait ainsi une parfaite identité entre les unes et les autres.

Agréez, &c.
(Signé) A. WALEWSKI.

(Translation.)

M. le Maréchal,

Paris, February 4, 1859.

I HAD the honour to transmit to you, on the 4th of September last, a note in which I had summed up the bases of the agreement which it seems to us might be established between all the maritime Powers on the question of the verification of a ship's colours. Your communication, in compliance with my request, of this paper to the English Cabinet, has given rise to a successive exchange of observations between Lord Cowley and myself, the result of which is that the Government of Her Britannic Majesty, on the one hand, do not consider the proposals contained in my note as being of a nature to establish an efficacious system of maritime police, and, on the other, the Government of the Emperor does not think it possible to abide by the rules proposed to be substituted for them. In this state of things, the Cabinet of London, while persisting in the belief that we shall end by coming round to their views, has thought that the two Governments could, at any rate for the time being, furnish their respective naval officers with instructions strictly

* Communicated to the Earl of Malmesbury by the Duke of Malakoff, February 7.

conformable to the rules laid down in my note of September 4, and Lord Cowley has addressed a proposition to me to this effect. We have no objection to receive this overture in the terms in which it is made to us; that is to say, as merely constituting a provisional state of things. In fact you know, M. le Maréchal, that the Government of the Emperor thinks that the question of the verification of a ship's colours can only be solved by an agreement between France, Great Britain, and the United States; and it is with this reserve that we are ready to address at once to the Commanders of our men-of-war instructions conceived in the sense of my note of the 4th of September. I beg you to inform Lord Malmesbury of this, asking him at the same time to be kind enough to communicate to you the instructions which the Government of the Queen will cause to be prepared for the officers of the British navy. I shall wait until I am acquainted with them to beg the Minister of Marine to revise the instructions intended to be issued to the French commanders, in order that there may be thus a perfect identity between both.

Receive, &c.

(Signed) A. WALEWSKI.

Inclosure 2 in No. 16.

The Earl of Malmesbury to the Duke of Malakoff.

M. le Maréchal,

Foreign Office, February 9, 1859.

IN compliance with the request contained in the despatch addressed to your Excellency by Count Walewski on the 4th instant, which your Excellency has been good enough to communicate to me, I now have the honour to transmit to you a copy of the instructions which Her Majesty's Government propose to give to the commanders of British cruizers for their present guidance, in regard to the visit of vessels navigating under the French flag.

These instructions, your Excellency will perceive, have been drawn up in strict conformity with the views of the Imperial Government, on the question of the right of visit, as laid down in Count Walewski's despatch of the 4th of September last; and I beg leave to request that, in transmitting the proposed draft of instructions to your Government, your Excellency will at the same time request that Her Majesty's Government may be furnished with a copy of the instructions which it is proposed to give to the commanders of French cruizers.

I am, &c.

(Signed) MALMESBURY.

Inclosure 3 in No. 16.

Instructions proposed to be printed and issued to the Commanding Officers of Her Majesty's Ships and Vessels employed in the Suppression of the Slave Trade.

Admiralty, , 1859.

THE Treaty with France for the suppression of the Slave Trade having been abrogated, I am commanded by my Lords Commissioners of the Admiralty to acquaint you that, under an arrangement which has been adopted provisionally between the British and French Governments, their Lordships desire that all commanding officers of Her Majesty's ships will strictly attend to the following regulations with regard to visiting merchant-vessels suspected of fraudulently assuming the French flag.

In virtue of the immunity of national flags, no merchant-vessel navigating the high seas is subject to any foreign jurisdiction. A vessel of war cannot, therefore, visit, detain, arrest, or seize (except under Treaty), any merchant-vessel not recognized as belonging to her own nation.

The colours of a vessel being *prima facie* the distinctive mark of her nationality, and, consequently, of the jurisdiction to which she is subject, it is natural that a merchant-vessel on the high seas on finding herself in presence of a ship of war should hoist her national flag in declaration of her nationality. So soon as the ship of war has made herself known by the display of her own colours, the merchant-vessel should accordingly hoist her proper national flag.

Should she refuse to do so, it is admitted by both countries that she may be summoned to do so, first, by a blank gun, and, should that be without effect, it may

be enforced by a second gun, shotted, but pointed in such a manner as to insure that she is not struck by the shot.

Immediately that the colours are hoisted, and that the merchant-vessel has in this manner announced her nationality, the foreign vessel of war can no longer pretend to exercise control over her: At most, in certain cases, she may claim the right to speak with her, and to demand answers to questions addressed to her through a speaking-trumpet or otherwise, but without obliging her to alter her course.

Whenever, however, the presumption of nationality resulting from the colours which may have been shown by a merchant-vessel may be seriously thrown in doubt, or be questionable, from positive information, or from indications of a nature to create a belief that the vessel does not belong to the nation whose colours she has assumed, the foreign vessel of war may have recourse to the verification of her assumed nationality.

A boat may be detached for this purpose towards the suspected vessel, after having first hailed her, to give notice of the intention. The verification will consist in an examination of the papers establishing the nationality of the vessel. Nothing can be claimed beyond the exhibition of these documents.

To inquire into the nature of the cargo, or the commercial operations of the vessel, or any other fact, in short, than that of the nationality of the vessel, is prohibited. Every other search, and every inspection whatever, is absolutely forbidden.

The officer in charge of the verification should proceed with the greatest discretion, and with every possible consideration and care, and should quit the vessel immediately that the verification has been effected, and should offer to note on the ship's papers the circumstances of the verification, and the reasons which may have led to it.

Except in the case of legitimate suspicion of fraud, it should never otherwise be necessary for the Commander of a foreign ship of war to go on board, or to send on board a merchant-vessel. Apart from the colours shown, the indications are numerous which should be sufficient to satisfy seamen of the nationality of a vessel.

In every case it is to be clearly understood that the vessel of war which determines to board a merchant-vessel must do so at her own risk and peril, and must remain responsible for all the consequences which may result from her own act.

The Commander of a ship of war who may have recourse to such a proceeding, should, in all cases, report the fact to his own Government, and should explain the reasons of his having so acted. A communication of this report, and of the reasons which may have led to the verification, will be given officially to the Government to which the vessel may belong which shall have been subjected to inquiry as to her flag.

In all cases in which this inquiry shall not be justified by obvious reasons, or shall not have been made in a proper manner, a claim may arise for indemnity.

You will clearly understand that the foregoing instructions have reference only to vessels navigating under the French flag, and are intended mutually to prevent misunderstanding between the British and French Governments, but cannot affect the vessels of other nations with whom Great Britain has Treaties for the suppression of the Slave Trade, or deprive Her Majesty of the right to seize and detain vessels engaged in the Slave Trade when not entitled to the protection of any national flag.

No. 17.

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, February 11, 1859.

I TRANSMIT to your Lordship herewith a copy of a despatch from Count Walewski, which has been communicated to me by the Duke of Malakoff, by which your Lordship will perceive that the French Government is not disposed to acquiesce, without previous concert with the Government of the United States, in the principle that Her Majesty's Government would propose should be adopted by maritime nations, viz., that a ship of war has the right to compel a merchant-vessel, by force if necessary, to hoist the colours of the nation to which she claims

to belong. And the French Minister suggests that a joint understanding should be come to on this subject between the three Governments.

I have accordingly to instruct your Lordship to bring this matter under the consideration of General Cass, and you will strongly urge the Government of the United States to acquiesce in the views of Her Majesty's Government upon this point.

I am, &c.
(Signed) MALMESBURY.

Inclosure in No. 17.

*Count Walewski to the Duke of Malakoff.**

M. le Maréchal,

Paris, le 8 Février, 1859.

LE Gouvernement Anglais nous a proposé de convenir qu'en principe un navire de guerre a le droit de faire hisser le pavillon à tout bâtiment marchand qu'il rencontre en pleine mer, et il m'a fait exprimer le vœu que nous nous mettions d'accord avec lui à ce sujet. Le Gouvernement de l'Empereur, après avoir examiné cette proposition avec toute l'attention qu'elle méritait, a pensé que l'adoption d'une règle commune en cette matière avait trop d'importance pour qu'il ne fût pas essentiel de s'en entendre aussi au préalable avec les Etats Unis. Il croit donc que le Gouvernement de la Reine atteindrait plus complètement le but qu'il se propose en saisissant le Cabinet de Washington de la question en même temps que nous. Les trois Puissances arrêteraient alors de concert une règle de conduite que leur unanimité ferait d'autant mieux accepter comme principe permanent de droit maritime, et dont elles fixeraient la portée de manière à empêcher dans l'application les divergences que le Gouvernement Anglais a évidemment à cœur de prévenir. Je vous prie, M. le Maréchal, de faire part de cette suggestion à Lord Malmesbury, en réponse au désir que Lord Cowley avait été chargé de m'exprimer, et de m'informer de la suite que le Principal Secrétaire d'Etat de Sa Majesté Britannique jugera utile de lui donner.

Agréez, &c.
(Signé) A. WALEWSKI,

(Translation.)

M. le Maréchal,

Paris, February 8, 1859.

THE English Government have proposed that we should agree, that in principle, a man-of-war has the right to compel every merchant-vessel that she falls in with on the high seas to hoist her colours, and have caused their wish to be expressed to me that we should come to an agreement with them upon this subject. The Government of the Emperor, after having examined this question with all the attention which it merited, thought that the adoption of a common rule in this matter was of too great importance to be decided upon without a previous understanding on the subject with the United States. They believe, therefore, that Her Majesty's Government would more completely attain the end which they have in view, by calling the attention of the Government of Washington to the question at the same time with ourselves. The three Powers would then in concert fix upon a rule of conduct, which their unanimity would cause to be all the more accepted as a permanent principle of maritime right, and the bearing of which they would settle in such a manner as to prevent in its application those divergencies which the English Government has evidently at heart to obviate.

I request, M. le Maréchal, that you will communicate this suggestion to Lord Malmesbury, in reply to the wish which Lord Cowley had been charged to express to me, and to inform me how Her Britannic Majesty's Principal Secretary of State may judge it useful to carry it out.

Accept, &c.
(Signed) A. WALEWSKI.

* Communicated to the Earl of Malmesbury by the Duke of Malakoff, February 10.

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, February 15, 1859.

I INCLOSE a copy of the "Times" newspaper of this day, which contains a report of yesterday's debate, in the House of Lords, on the question of the right of search.

I think it useful to send this paper to your Lordship, as giving a very accurate report of my speech, which will, doubtless, attract the attention of General Cass.

I have only to observe, that the reporter has misstated that part of it in which I am made to agree in a suggestion of the United States' Government, that ten steam-vessels, with two guns each, should be substituted for eighty guns in sailing-frigates.

What I said was, that if they sent ten steam-vessels, with two guns each, they would be more useful than two sailing-ships of forty guns each.

I am, &c.

(Signed) MALMESBURY.

Lord Napier to the Earl of Malmesbury.—(Received February 21.)

(Extract.)

Washington, February 7, 1859.

I HAVE the honour to inclose herewith copy of a letter, under date of the 3rd instant, which I have addressed to the Secretary of State, imparting to him the Memorandum submitted to Her Majesty's Government by that of France, in reference to the verification of the nationality of merchant-vessels at sea.

Although not distinctly instructed to address the Government of the United States on this subject, in writing, I have preferred to do so in order to procure, for the question under discussion, a more formal consideration before the Cabinet than is often accorded to verbal communications.

I find that, some time since, Count de Sartiges had made overtures, in this matter, to the Government of the United States, I conceive upwards of a month ago; but what the date, or what the nature of those proposals, was, I am not exactly informed, for I only know anything of them by some accidental expressions let fall by the Secretary of State and Mr. Appleton.

Inclosure in No. 19.

Lord Napier to General Cass.

Sir,

Washington, February 3, 1859.

IN the month of June last I had the honour of receiving from you, and of communicating to Her Majesty's Government, an assurance that the Government of the United States would give their attentive consideration to any proposal which might be suggested on the part of Great Britain for the verification of the nationality of merchant-vessels, and their right to the flag which they displayed.

During the interval which has since elapsed, the attention of Her Majesty's Government has been unceasingly directed towards framing some plan of proceeding at sea by which the object under contemplation might be secured without any transgression of those rights to which the Maritime Powers attach such a high and just importance.

The correspondence which has passed between Her Majesty's Government and that of France on this subject has resulted in the presentation by the Imperial Cabinet of a Memorandum, inclosed herewith, embodying their views, and stating the course which might, in their opinion, be prescribed to the commanders of vessels of war in the verification of the nationality of merchant-ships on the high seas, both with reference to enforcing the exhibition of colours, and ascertaining the right of the suspected vessel to wear them.

Although the proposals of the French Government may not, in all respects, be commensurate to the purpose in view, Her Majesty's Government consider it so

important that an identical code of instructions in this matter should be given to their cruisers by all Maritime Powers, that they do not hesitate to invite your attention to the overtures of France in the hope that the Government of the United States will acquiesce in the regulations contemplated, and give orders to the commanders of their naval forces in accordance with the same.

I have, &c.
(Signed) NAPIER.

No. 20.

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, February 28, 1859.

WITH reference to your Lordship's despatch of the 7th instant, I have to acquaint your Lordship that I approve the note which you addressed to General Cass, inviting the Government of the United States to acquiesce in the proposals of the French Government for settling the question of the right of visit, and to give orders to the commanders of their naval forces in accordance therewith.

I am, &c.
(Signed) MALMESBURY.

No. 21.

Lord Napier to the Earl of Malmesbury.—(Received February 28.)

My Lord,

Washington, February 7, 1859.

I AVAILED myself of an opportunity, on the morning of the 5th instant, to engage General Cass in conversation on the French proposals for the verification of the nationality of merchant-vessels at sea.

I submitted to him that the right of the man-of-war to enforce the exhibition of colours on the part of a merchant-vessel was very imperfectly avowed in the regulations contemplated by the Imperial Cabinet for the guidance of their officers. A blank cartridge was to be discharged, a shot was to be levelled in such a manner as not to strike the obnoxious vessel, but after these preliminary menaces, no authority was given to use measures actually compulsory to attain the object in view. I said, in conformity with the sense of your Lordship's despatch of the 14th ultimo, that if the Government of the United States were prepared to go further than that of France, Her Majesty's Government would certainly accede, for we had no tenderness on this point in regard to our traders. We allowed the absolute obligation of every merchant-vessel to show her colours to a man-of-war.

General Cass did not recognize the great importance of the exhibition of colours, as they gave no absolute assurance of nationality; they might be fraudulently assumed: yet he seemed to lean to the theory that, by general international law, or the sanctioned usage of the sea, a merchant-vessel was bound to display her flag to a ship of war.

He asked me whether I thought the French proposals still left the whole responsibility of action with the boarding officer. I said I conceived they did. General Cass observed that he did not think that, under the French proposals, much would be gained; for at present, on his responsibility, the boarding officer, on well-founded suspicion, might do all that the projected French regulations would enable him to effect. I remarked that Her Majesty's Government attached much importance to the issue of identical instructions by all the Maritime Powers to their respective officers.

The Secretary of State eventually reserved the whole subject for the consideration of the President and Cabinet.

I have, &c.
(Signed) NAPIER.

No. 22.

Lord Napier to the Earl of Malmesbury.—(Received February 25.)

My Lord,

Washington, February 10, 1859.

GENERAL CASS sent for me this morning, and informed me that before making an official reply to the overtures of Her Majesty's Government for the verification of the nationality of merchant-vessels at sea, he must await the arrival of letters from the Minister of the United States at Paris with reference to previous correspondence which had taken place on the same subject. Her Majesty's Government, he said, would appreciate the motives of the delay, which did not proceed from any indifference to their wishes.

The Government of the United States desired to give their best consideration to the subject, with the object of enabling the Government of Great Britain to carry out their views, without offending any other interest or sentiment involved in this delicate question.

General Cass did not, however, hold out to me any distinct assurance that the provisions of the French Memorandum would be adopted by the Government of the United States as the basis of instructions of their naval officers.

He stated incidentally, that although the Government of the United States could not, perhaps, lay down in principle that a man-of-war had an absolute right to compel a merchant-vessel to display her flag, he believed that in case of refusal on the part of an American vessel to do so, on proper summons, the British ship of war would not be called to account for any measures it might take to enforce the exhibition of colours.

I have, &c.
(Signed) NAPIER.

No. 23.

Lord Napier to the Earl of Malmesbury.—(Received March 22.)

My Lord,

Washington, March 2, 1859.

IN the course of my conversation with General Cass yesterday forenoon, he alluded to the debate in the House of Lords, on the 14th of February, in which your Lordship is reported to have remarked that the Governments of England and France had agreed upon a certain code of instructions to be issued to their respective commanders at sea, with a view to enforce the exhibition of colours by merchant-vessels, as well as for the purpose of ascertaining the right of the merchant-vessel to wear the flag displayed, and that this code had been submitted to the consideration of the Government of the United States.

The Secretary of State observed that from the communications which had passed between the Governments of France and the United States on this subject, he had not conceived that the French memorandum transmitted to me in your Lordship's despatch of the 11th ultimo, and previously known to the Cabinet of Washington, had been definitively adopted as the basis of common instructions by France and Great Britain separately: he had understood that the adoption of this basis was conditional, on the part of France, on the assent of the United States; and he had written to Paris under that impression, to obtain further explanations of the sense of the memorandum referred to.

General Cass requested me to inform your Lordship that the delay which occurred in replying to your Lordship's overtures was caused by this reference to Paris, and was not prompted by any indifference to the wishes of Her Majesty's Government; he also spoke favourably of the prospect of coming to some harmonious understanding on this subject.

The right of a vessel of war to compel a merchant-vessel to display colours was then adverted to. Such a right was not distinctly recognized by General Cass, but he went so far as to say that the simple fact of refusing to exhibit colours was so high a ground of suspicion that it might seem to sanction boarding and further inquiry, and that even if such an inquiry were not justified by the result, the Government of the United States would not demand redress for an act of visit executed under those circumstances.

I have, &c.
(Signed) NAPIER.

Lord Napier to the Earl of Malmesbury.—(Received March 22.)

(Extract.)

Washington, March 6, 1859.

IN conformity with your Lordship's instructions, I sought an interview, yesterday, with General Cass, when I read to him your Lordship's despatch of the 11th ultimo, by which I am desired strongly to urge upon the Government of the United States the expediency of formally recognising the right of the naval officer to compel a merchant-vessel, by force, if necessary, to hoist the colours of the nation to which she claims to belong, explaining, at the same time, that the assent of the French Government to this principle seemed to be conditional on that of the United States.

General Cass replied, very much as he had done before, that he felt great difficulty in acknowledging, *à priori*, the right of a vessel of war to fire into a merchant-vessel for the purpose of enforcing the exhibition of a flag; but still, in his own opinion, for he had no official resolution to deliver, an American vessel which should refuse to display her colours, would be, in a manner, "denationalised;" and that the Government of the United States would not be hasty to resent the measures of restraint or compulsion which might be adopted by a foreign officer in ascertaining her nationality. Indeed, he thought that previous intimation might be made to sea-going vessels, that in case of a stubborn refusal to show a flag, they would not be entitled to the protection of their Government.

Such, I believe, was the correct sense of the remarks offered by the Secretary of State, whose language in these matters is, however, always extremely guarded; and who constantly marks that he is giving utterance to impressions prompted by the pending discussion, and not communicating the deliberate definitive views of the Cabinet over which he presides.

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, March 25, 1859.

WITH reference to my despatch of the 11th ultimo, I inclose for your Lordship's information, copies of further communications which have passed between the Duke of Malakoff and myself, relative to the instructions to be issued by the French and English Governments respectively for the guidance of their officers in regard to the question of the right of visit.

I am, &c.

(Signed) MALMESBURY.

Inclosure 1 in No. 25.

*Memorandum communicated to the Earl of Malmesbury by the Duke of Malakoff,
February 25, 1859.*

Réserves:

1. LE paragraphe 3 de notre note dit que si un bâtiment de commerce refuse de hisser son pavillon, "il est admis qu'on puisse le semoncer par un premier coup de canon, &c." Ce paragraphe, devenu le 4^{me} des instructions Anglaises, y a été traduit de la sorte: "Should she refuse to do so, it is admitted by both countries that she may be summoned to do so, first, &c." Or, le mot "semoncer" est un terme de marine Français dont la signification exacte est celle "d'avertir à haute voix," tandis que le mot "summon," par lequel il a été traduit, et qui semble le rendre littéralement, emporte avec lui l'idée de sommation, et, par suite, de contrainte. Afin de faire disparaître le sens trop impératif qui s'attacherait à cette expression, M. le Ministre de la Marine a cru devoir supprimer le mot "semoncer" dans le projet Français d'instructions, et rédiger de la manière suivante le paragraphe où il eût figuré: "S'il néglige de le faire, les deux Gouvernements admettent qu'on peut lui donner un premier avertissement en tirant un coup de canon à poudre; et, si celui-ci reste sans effet, un second avertissement, en tirant un coup de canon chargé à boulet, mais pointé de manière à ne pas l'atteindre." C'est donc l'expression exacte-

ment correspondante à celle de "donner un avertissement," que nous désirons voir substituer aussi à celle de "summon," dans le texte Anglais.

2. Le paragraphe 10 du projet de l'Amirauté porte "qu'en toute hypothèse, il est bien entendu qu'un bâtiment de guerre qui décide à aborder un navire de commerce étranger, le fait à ses risques et périls, &c." - M. le Ministre de la Marine exprime le vœu qu'il soit dit, pour donner plus de précision à la rédaction, "en toute hypothèse, il est bien entendu que le capitaine d'un bâtiment de guerre," &c.

Instructions proposed to be issued to the Commanders of French Ships of War.

1. L'ABROGATION du Traité passé avec la Grande Bretagne pour la suppression de la Traite a fait sentir aux deux Gouvernements Français et Anglais la nécessité d'un arrangement provisoire relativement à la visite des navires marchands soupçonnés d'arborer indûment le pavillon Anglais.

2. A l'abri de l'indépendance de son pavillon national, un navire de commerce naviguant en pleine mer n'est sujet à aucune juridiction étrangère à moins d'y être autorisé par un Traité. Un bâtiment de guerre ne peut donc visiter, retenir, arrêter, et saisir que les navires de commerce qu'il reconnaît avoir la même nationalité que lui.

3. Le pavillon d'un navire étant de prime abord la marque distinctive de sa nationalité, et conséquemment de la juridiction de laquelle il relève, il est naturel qu'un navire de commerce, passant en pleine mer en vue d'un bâtiment de guerre, hisse son pavillon pour faire connaître sa nationalité. Dès que le bâtiment de guerre s'est fait reconnaître en arborant ses couleurs et marques distinctives, le navire marchand doit donc également hisser son pavillon de nation.

4. S'il néglige de le faire, les deux Gouvernements admettent qu'on peut lui donner un premier avertissement en tirant un coup de canon à poudre, et si celui-ci reste sans effet, un second avertissement en tirant un coup de canon chargé à boulet, mais pointé de manière à ne pas l'atteindre.

5. Dès qu'en arborant ses couleurs, le navire marchand a établi sa nationalité, le bâtiment de guerre étranger ne peut plus prétendre à exercer le moindre contrôle sur lui. Tout au plus peut-il, dans certains cas, user du droit de le faire raisonner, c'est-à-dire, de l'inviter à répondre à des questions faites au porte-voix ou autrement, sans toutefois contrarier sa route. Si, cependant, la présomption de nationalité résultant des couleurs qui auraient été arborées par un navire de commerce peut être sérieusement mise en doute, soit par suite de renseignements positifs, soit par suite d'indices de nature à faire croire que ce navire n'appartient pas à la nation dont il a pris les couleurs, le bâtiment de guerre étranger peut recourir à la vérification de cette prétendue nationalité.

6. Un canot pourra, dans ce but, être envoyé à bord du navire suspect après qu'on l'aura hélé pour lui donner avis de cette intention. La vérification consistera dans l'examen des papiers constatant la nationalité du navire. Rien ne pourra être réclamé de plus que la présentation de ces pièces.

7. Toute enquête sur la nature du chargement, sur les opérations commerciales des dits navires, sur un autre fait, en un mot, que leur nationalité, toute recherche, toute visite, sont absolument interdites.

8. L'officier chargé de cette vérification devra procéder avec tous les égards et tous les ménagements possibles. Il devra quitter le navire dès que la vérification aura été effectuée, et offrir de noter sur les papiers du bord le fait, les circonstances de la vérification, et les raisons qui l'y auront déterminé.

9. Hors le cas de légitime suspicion de fraude, il ne devra d'ailleurs jamais être nécessaire que le commandant d'un bâtiment de guerre étranger ait à monter ou à envoyer à bord d'un navire marchand, tant sont nombreux les indices qui, abstraction faite des couleurs, révèlent à l'œil exercé d'un marin la nationalité d'un navire.

10. En toute hypothèse il est bien entendu que le capitaine d'un bâtiment de guerre qui se décide à monter ou à envoyer à bord d'un navire de commerce, le fait toujours à ses propres risques et périls, et demeure responsable de toutes les conséquences de son acte.

11. Le commandeur d'un bâtiment de guerre qui aura eu recours à cette mesure devra, dans tous les cas, en faire l'objet d'un rapport à son Gouvernement, et l'informer des motifs évidents qui l'ont fait agir. Communication de ce rapport et des motifs qui ont provoqué cette constatation, sera officiellement donnée au

Gouvernement auquel appartiendra le navire qui aura été soumis à la vérification de son pavillon.

Toutes les fois que celle-ci ne sera pas justifiée par des raisons suffisantes, ou n'aura pas été faite d'une manière convenable, il y aura lieu à indemnité.

Bien que les instructions qui précèdent s'appliquent particulièrement aux navires sous pavillon Anglais et aient pour but, de part et d'autre, de prévenir toute mésintelligence entre les Gouvernements de la France et de la Grande Bretagne, il est bien entendu qu'elles devront vous diriger dans vos rapports avec les marines de toutes les nations avec lesquelles le Gouvernement de l'Empereur est en paix.

(Translation.)

1. THE 3rd paragraph of our note says that when a merchantman refuses to hoist her flag, "il est admis qu'on puisse le semoncer par un premier coup de canon," &c. This paragraph, which is the 4th in the English instructions, has been translated as follows: "Should she refuse to do so, it is admitted by both countries that she may be summoned to do so first," &c. Now the word "semoncer" is a French naval term, the exact meaning of which is, "to hail with a loud voice;" whereas the word "summon," by which it is translated, and which seems to be its literal translation, conveys an idea of compulsion. In order to avoid the sense of constraint which attaches to this expression, the Minister of Marine thought right to suppress the word "semoncer" in the French project of instructions, and to alter the paragraph in which it would have stood, as follows: "S'il néglige de le faire les deux Gouvernements admettent qu'on peut lui donner un premier avertissement en tirant un coup de canon à poudre; et si celui-ci reste sans effet, un second avertissement, en tirant un coup de canon chargé à boulet, mais pointé de manière à ne pas l'atteindre" (Should she neglect to do so, the two Governments admit that a first warning may be given her by a blank gun; and should this fail, a second warning may be given in the shape of a shotted gun, which must be levelled so as not to strike her). We should therefore wish to see inserted in the English instructions also an expression corresponding exactly with that of "donner un avertissement," in lieu of the word "summon."

2. The 10th paragraph of the Admiralty project states that, "in every case, it is to be clearly understood that the man-of-war which determines to board a foreign merchant-vessel, does so at her own risk." For this the Minister of Marine would wish to substitute, for the sake of clearness, "in every case, it is to be clearly understood that the captain of a man-of-war," &c.

Instructions proposed to be issued to Commanders of French Ships of War.

IN consequence of the lapse of the Treaty with Great Britain for the suppression of the Slave Trade, the French and British Governments have felt the necessity of coming to some provisional arrangement with respect to the visit of merchant-vessels suspected of fraudulently assuming the British flag.

2. Protected by the independence of her national flag, a merchant-vessel navigating the high seas is subject to no foreign jurisdiction, unless by virtue of any Treaty. A man-of-war can therefore only visit, detain, arrest, and seize those merchant-vessels which she recognizes as being of the same nationality as herself.

3. As the flag of a vessel is, at first sight, the distinctive mark of her nationality, and consequently of the jurisdiction to which she is subject, it is natural that a merchantman, passing within sight of a man-of-war on the high seas, should hoist her colours with a view to making her nationality known. As soon as the man-of-war has made herself known by hoisting her colours and distinguishing marks, the merchantman must also hoist her national flag as well.

4. Should the merchantman neglect to do this, the two Governments admit that a first warning may be given her by firing a blank gun, and should this have no result, a second warning may be given by means of a shotted gun, to be levelled in such a manner as not to strike her.

5. As soon as the merchantman has established her nationality by hoisting her flag, the foreign man-of-war has no right to exercise the least control over her. The utmost the man-of-war can do is, in certain cases, to speak her, that is, to request her to answer questions addressed to her through a speaking-trumpet or

otherwise, without, however, impeding her course. But if the nationality laid claim to by a merchantman in virtue of the colours she hoists can be seriously called in question, either on the grounds of positive information, or in consequence of signs, calculated to show that the vessel does not belong to the nation whose colours she has assumed, the foreign man-of-war may have recourse to the verification of her pretended nationality.

6. In order to effect this, a boat may be sent to board the suspected ship after she has been hailed and informed of this intention. The verification will consist in the examination of the papers establishing the vessel's nationality. No demand may be made beyond the production of these documents.

7. All inquiry into the nature of the cargo; or the commercial operations of the said ships; in a word, on any other subject save that of their nationality; all search, all visit, are absolutely forbidden.

8. The officer entrusted with this verification must conduct his proceedings with all possible courtesy and forbearance. He must leave the vessel as soon as the verification has been effected, and offer to note on the ship's papers the fact and circumstances of the verification, and the reasons which determined him to resort to it.

9. Moreover, except in the case of legitimate suspicion of fraud, it ought never to be necessary for the commander of a foreign man-of-war to board or send on board a merchant-vessel, so numerous are the signs which, putting colours out of the question, reveal the nationality of a vessel to the practised eye of a sailor.

10. In every supposition it is thoroughly understood that the captain of a man-of-war who decides upon boarding or sending on board a merchant-vessel, always does it at his own risk and peril, and remains responsible for all the consequences of his act.

11. The commander of a man-of-war who shall have had recourse to this measure, must in every case make it the subject of a report to his Government; and inform them of the evidence upon which he acted. This report, and the motives which induced him to resort to this test, will be officially communicated to the Government to which the vessel which shall have been subjected to the verification of her flag shall belong.

Whenever this shall not be justified by sufficient reasons, or shall not have been conducted in a suitable manner, a claim may arise for indemnity.

Although the foregoing instructions apply particularly to vessels sailing under the English flag, and have for their object reciprocally to prevent all misunderstanding between the Governments of France and Great Britain, it is thoroughly understood that they must direct you in your relations with the navies of all nations with which the Government of the Emperor is at peace.

Inclosure 2 in No. 25.

The Earl of Malmesbury to the Duke of Malakoff.

M. le Maréchal,

Foreign Office, March 9, 1859.

I DID not fail to transmit to the Lords Commissioners of the Admiralty the Memorandum which your Excellency communicated to me on the 25th ultimo, suggesting certain alterations in the 4th and 10th paragraphs of the Instructions which it is proposed to issue to the Commanders of British cruisers, for their guidance in regard to the visit of vessels navigating under the French flag.

I have now to acquaint your Excellency that their Lordships have informed me that they do not object to the proposed alterations; and I accordingly transmit to your Excellency a copy of the 4th and 10th paragraphs of the English Instructions, as amended in conformity with the suggestions of the Imperial Government.

I have further to state to your Excellency, that I should be glad to be informed when the corresponding Instructions will be issued to the Commanders of French cruisers, in order that the English Instructions may be given at the same time to the Commanders of British ships of war.

I am, &c.
(Signed) MALMESBURY.

Inclosure 3 in No. 25.

Copy of the 4th and 10th Paragraphs of the Instructions proposed to be printed and issued to the Commanding Officers of Her Majesty's Ships and Vessels employed in the Suppression of the Slave Trade.

4. SHOULD she refuse to do so, it is admitted by both Governments that a warning may be given to her, first, by firing a blank gun; and should that be without effect, it may be enforced by a second gun, shotted, but pointed in such a manner as to ensure that she is not struck by the shot.

10. In every case it is to be clearly understood that the captain of a ship of war who determines to board a merchant-vessel must do so at his own risk and peril, and must remain responsible for all the consequences which may result from his own act.

Inclosure 4 in No. 25.

*Count Walewski to the Duke of Malakoff.**

M. le Maréchal,

Paris, le 19 Mars, 1859.

M. LE MINISTRE de la Marine vient de m'annoncer qu'il a pris connaissance des changements apportés par l'Amirauté Britannique au texte des paragraphes 4 et 10 du projet d'instructions sur l'enquête du pavillon, et qu'une identité complète étant établie entre les instructions préparées par les deux Gouvernements, il se propose d'envoyer celles destinées à nos officiers commandant à la mer, par le premier courrier qui partira le mois prochain, pour chacun des chefs-lieux de nos stations navales. Je m'empresse de vous transmettre cette information comme suite à ma lettre du 14 de ce mois, et je vous prie d'en faire part à Lord Malmesbury.

Je reçois, d'ailleurs, à l'instant, votre dépêche sous le No. 32, dans laquelle vous m'annoncez que le Principal Secrétaire d'Etat de la Reine vous a exprimé le désir d'obtenir une copie de nos instructions définitives. Bien que le texte ne puisse en être douteux maintenant, je demande à M. le Ministre de la Marine de me mettre en mesure de vous faire parvenir cette pièce, et je vous prie de réclamer de Lord Malmesbury une communication des instructions que le Gouvernement Anglais compte adresser, de son côté, aux officiers de la Marine Britannique.

Agréez, &c.

(Signé) A. WALEWSKI.

(Translation.)

M. le Maréchal,

Paris, March 19, 1859.

THE Minister of Marine has just announced to me that he has taken cognizance of the changes introduced by the English Admiralty into the text of paragraphs 4 and 10 of the proposed instructions on the subject of the examination of colours, and that a complete identity being established between the instructions prepared by the two Governments, he intends to send those destined for our officers commanding at sea, by the first messenger who will leave next month for the several head-quarters of our naval stations. I hasten to transmit this information to you in pursuance of my letter of the 14th instant, and I beg you to communicate it to Lord Malmesbury.

I have just received your despatch No. 32, in which you announce to me that Her Majesty's Principal Secretary of State has expressed to you his wish to obtain a copy of our definitive instructions. Although their text cannot now be ambiguous, I have requested the Minister of Marine to put me in a position to transmit this document to you, and I beg you to ask Lord Malmesbury to communicate to you the instructions which the English Government intend to address on their part to the officers of the British Navy.

Accept, &c.

(Signed) A. WALEWSKI.

* Communicated to the Earl of Malmesbury by the Duke of Malakoff, March 23.

Inclosure 5 in No. 25.

The Duke of Malakoff to the Earl of Malmesbury.

M. le Comte,

Albert-Gate House, le 24 Mars, 1859.

POUR faire suite à ma lettre du 19 de ce mois, j'ai l'honneur de vous transmettre ci-joint, copie des instructions relatives à l'enquête du pavillon que M. le Ministre de la Marine se propose d'envoyer aux officiers de la Marine Impériale commandant à la mer. Elles seront adressées, sous forme de note, avec le texte Anglais en regard, aux commandants de nos stations navales, et il leur sera proscrit de s'y conformer provisoirement pour la vérification des pavillons suspects, en attendant que les trois Gouvernements de France, de la Grande Bretagne, et des Etats Unis, se soient mis complètement d'accord sur cette importante question.

En m'invitant à communiquer ces instructions au Gouvernement de la Reine, le Comte Walewski me charge de demander à votre Excellence une copie de celles que le Gouvernement Anglais compte adresser de son côté aux officiers de sa Marine Britannique.

Veuillez, &c.

(Signé) MAL. PELISSIER.

(Translation.)

M. le Comte,

Albert-gate House, March 24, 1859.

IN pursuance of my letter of the 19th instant, I have the honour to transmit to you herewith, a copy of the instructions relative to the verification of a ship's colours, which the Minister of Marine proposes to send to the officers of the Imperial Navy commanding at sea. They will be addressed in the form of a note, with the English text annexed, to the commanders of our naval stations; and they will be ordered to act in conformity with them provisionally in verifying the flags of suspected vessels, until the three Governments of France, Great Britain, and the United States, have arrived at a complete agreement upon this important question.

In calling upon me to communicate these instructions to Her Majesty's Government, Count Walewski desires me to ask your Excellency for a copy of those which the English Government intend to address to the officers of the British Navy.

Accept, &c.

(Signed) MAL. PELISSIER.

Inclosure 6 in No. 25.

Instructions issued to Commanders of French Ships of War.

L'ABROGATION du Traité passé avec la Grande Bretagne pour la suppression de la Traite a fait sentir aux deux Gouvernements Français et Anglais la nécessité d'un arrangement provisoire relativement à la visite des navires marchands soupçonnés d'arborer indûment le pavillon Anglais.

A l'abri de l'indépendance de son pavillon national, un navire de commerce naviguant en pleine mer n'est sujet à aucune juridiction étrangère, à moins d'y être autorisé par un Traité. Un bâtiment de guerre ne peut donc visiter, retenir, arrêter, et saisir que les navires de commerce qu'il reconnaît avoir la même nationalité que lui.

Le pavillon d'un navire étant de prime abord la marque distinctive de sa nationalité, et conséquemment de la juridiction de laquelle il relève, il est naturel qu'un navire de commerce, passant en pleine mer en vue d'un bâtiment de guerre, hisse son pavillon pour faire connaître sa nationalité. Dès que le bâtiment de guerre s'est fait reconnaître en arborant ses couleurs et marques distinctives, le navire marchand doit donc également hisser son pavillon de nation.

S'il néglige de le faire, les deux Gouvernements admettent qu'on peut lui donner un avertissement en tirant d'abord un coup de canon à poudre, et si celui-ci reste sans effet, un second avertissement en tirant un coup de canon chargé à boulet, mais pointé de manière à ne pas l'atteindre.

Dès qu'en arborant ses couleurs, le navire marchand a établi sa nationalité, le bâtiment de guerre étranger ne peut plus prétendre à exercer le moindre contrôle

sur lui. Tout au plus peut-il, dans certains cas, user du droit de le faire raisonner, c'est à-dire, de l'inviter à répondre à des questions faites au porte-voix ou autrement, sans toutefois contrarier sa route. Si, cependant, la présomption de nationalité résultant des couleurs qui auraient été arborées par un navire de commerce peut être sérieusement mise en doute, soit par suite de renseignements positifs, soit par suite d'indices de nature à faire croire que ce navire n'appartient pas à la nation dont il a pris les couleurs, le bâtiment de guerre étranger peut recourir à la vérification de cette prétendue nationalité.

Un canot pourra, dans ce but, être envoyé à bord du navire suspect, après qu'on l'aura hélé pour lui donner avis de cette intention. La vérification consistera dans l'examen des papiers constatant la nationalité du navire. Rien ne pourra être réclamé de plus que la présentation de ces pièces.

Toute enquête sur la nature du chargement, sur les opérations commerciales des dits navires, sur un autre fait, en un mot, que leur nationalité, toute recherche, toute visite, est absolument interdite.

L'officier chargé de cette vérification devra procéder avec tous les égards et tous les ménagements possibles. Il devra quitter le navire dès que sa vérification sera effectuée, et offrir de noter sur les papiers de bord le fait, les circonstances de la vérification, et les raisons qui l'auront déterminé à le faire.

Hors le cas de légitime suspicion de fraude, il ne devra d'ailleurs jamais être nécessaire que le commandant d'un bâtiment de guerre étranger ait à monter ou à envoyer à bord d'un navire marchand, tant sont nombreux les indices qui, abstraction faite des couleurs, révèlent à l'œil exercé d'un marin la nationalité d'un navire.

En toute hypothèse, il est bien entendu que le capitaine d'un bâtiment de guerre qui se décide à monter ou à envoyer à bord d'un navire de commerce, le fait toujours à ses propres risques et périls, et demeure responsable de toutes les conséquences de son acte.

Le commandant d'un bâtiment de guerre qui aura eu recours à cette mesure, devra, dans tous les cas, en faire l'objet d'un rapport à son Gouvernement et l'informer des motifs évidents qui l'ont fait agir. Communication de ce rapport et des motifs qui ont provoqué cette constatation sera officiellement donnée au Gouvernement auquel appartiendra le navire qui aura été soumis à la vérification de son pavillon.

Toutes les fois que celle-ci ne sera pas justifiée par des raisons suffisantes, ou n'aura pas été faite d'une manière convenable, il y aura lieu à indemnité.

Bien que les instructions qui précèdent s'appliquent particulièrement aux navires sous pavillon Anglais, et qu'elles aient pour but de prévenir toute mésintelligence entre les Gouvernements de France et de la Grande Bretagne, il est bien entendu qu'elles devront régler les rapports des officiers Français avec les navires de toutes les nations avec lesquelles le Gouvernement de l'Empereur est en paix.

[For Translation, see Translation of Inclosure 1 in No. 25.]

No. 26.

Lord Napier to the Earl of Malmesbury.—(Received March 29.)

My Lord,

Washington, March 14, 1859.

UNDER your Lordship's instructions, conveyed to me in your despatch of January 14, I imparted to General Cass the Memorandum submitted to Her Majesty's Government by that of France, in reference to the verification of the nationality of merchant-vessels at sea.

I had the honour of receiving, in your Lordship's despatch of the 11th of February, a draft of instructions based upon the Memorandum above mentioned, which Her Majesty's Government propose to issue to the naval officers of Great Britain, and which the French Government have, as I learn from M. de Sartiges, adopted, with some slight verbal modification, as a rule for the conduct of their ships of war in the same department of duty.

After consulting with M. de Sartiges, I thought it desirable that the Government of the United States should be placed in possession of the draft of instructions referred to. I have accordingly forwarded it to General Cass, with the accompanying note, in which I have also urged upon him the recognition of the principle that

a ship of war has a right to compel a merchant-vessel on the high seas to display her flag, even by the use of force, if necessary.

I have, &c.
(Signed) NAPIER.

Inclosure in No. 26.

Lord Napier to General Cass.

Sir,

Washington, March 12, 1859.

IN my note of February 3, I had the honour of laying before you a Memorandum communicated to Her Majesty's Government by that of France, embodying the basis on which it was conceived that regulations might be framed for the guidance of the commanders of vessels of war in ascertaining the nationality of merchant-vessels at sea.

Further communications on the same subject between the Cabinets of Paris and London have resulted in the presentation, on the part of Great Britain, of the accompanying draft of instructions, conformable to the basis above mentioned, which Her Majesty's Government are prepared to issue to their officers, and which it is hoped may be acceptable to the Governments of France and the United States.

This scheme of instructions was, by my last intelligence, under the consideration of the French Cabinet, and it is, with the assent of the French Minister, communicated to you, in order that in framing that reply which I am led to expect from the Government of the United States, on the receipt of further explanations from Paris, you may have before you as complete a view as possible of the state of the negotiation between the European Powers.

I avail myself of this occasion also to submit to you again the strong desire entertained by Her Majesty's Government that, in adjusting a common method of procedure in this matter, the Government of the United States should recognize the principle that a ship of war has a right to compel a merchant-vessel, by force, if necessary, to hoist the colours of the nation to which she claims to belong. This question is one which I have more than once brought under discussion in verbal conference with you, and I have not failed to convey to the Earl of Malmesbury the general sense of your occasional reflections on the subject. As the principle referred to continues to engage the attention of the Cabinets of England and France, and as the opinion of the Government of the United States must justly have great weight with the maritime Powers, I have thought it advisable to bring the question again under your notice, in the hope that, in your eventual answer to the overtures of Her Majesty's Government, some resolution of an unambiguous and official character may be conveyed on a point of no slight importance in the adjustment of a method for the verification of the neutrality of shipping on the high seas.

I have, &c.
(Signed) NAPIER.

No. 27.

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, March 31, 1859.

WITH reference to your despatch of the 14th instant, I have to acquaint your Lordship that I approve your note to General Cass, communicating a copy of the instructions which Her Majesty's Government propose to issue to the commanders of British ships of war, for their guidance in regard to the visit of vessels navigating under the French flag.

Some alterations have, at the suggestion of the French Government, been made in the 4th and 10th paragraphs of these instructions, as you will have learnt from the correspondence between the Duke of Malakoff and myself, of which copies were inclosed in my despatch of the 25th instant; and I now inclose copies of the instructions, as agreed upon between the two Governments, for the common

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action of their cruizers, until the Governments of England, France, and the United States shall have come to a complete understanding on this question.

I am, &c.
(Signed) MALMESBURY.

No. 28.

The Earl of Malmesbury to the Duke of Malakoff.

M. le Maréchal,

Foreign Office, April 2, 1859.

I HAVE the honour to acknowledge the receipt of your Excellency's note of the 24th ultimo, inclosing a copy of the Instructions proposed to be issued to the commanders of French cruizers for their guidance in regard to the question of the right of visit; and, in compliance with your Excellency's request, I beg leave to transmit, herewith, a copy of the Instructions which, on the part of Her Majesty's Government, it is proposed to issue forthwith to the commanders of British cruizers.

I am, &c.
(Signed) MALMESBURY.

Inclosure in No. 28.

Instructions about to be issued to the Commanders of British Cruizers.

Sir,

Admiralty,

1. THE Treaty with France for the suppression of the Slave Trade having been abrogated, I am commanded by my Lords Commissioners of the Admiralty to acquaint you that, under an arrangement which has been adopted provisionally between the British and French Governments, their Lordships desire that all commanding officers of Her Majesty's ships will strictly attend to the following Regulations with regard to visiting merchant-vessels suspected of fraudulently assuming the French flag.

2. In virtue of the immunity of national flags, no merchant-vessel navigating the high seas is subject to any foreign jurisdiction. A vessel of war cannot therefore visit, detain, arrest, or seize (except under Treaty) any merchant-vessel not recognized as belonging to her own nation.

3. The colours of a vessel being *prima facie* the distinctive mark of her nationality, and, consequently, of the jurisdiction to which she is subject, it is natural that a merchant-vessel on the high seas, on finding herself in presence of a ship of war, should hoist her national flag in declaration of her nationality. So soon as the ship of war has made herself known by the display of her own colours, the merchant-vessel should, accordingly, hoist her proper national flag.

4. Should the merchant-vessel refuse to do so, it is admitted by both Governments that a warning may be given to her; first, by firing a blank gun, and should that be without effect, it may be enforced by a second gun, shotted, but pointed in such a manner as to ensure that she is not struck by the shot.

5. Immediately that the colours are hoisted, and that the merchant-vessel has in this manner announced her nationality, the foreign vessel of war can no longer pretend to exercise a control over her. At most, in certain cases, she may claim the right to speak with her, and demand answers to questions addressed to her by a speaking-trumpet or otherwise, but without obliging her to alter her course. When, however the presumption of nationality resulting from the colours which may have been shown by a merchant-vessel, may be seriously thrown in doubt, or be questionable from positive information, or from indications of a nature to create a belief that the vessel does not belong to the nation whose colours she has assumed, the foreign vessel of war may have recourse to the verification of her assumed nationality.

6. A boat may be detached for this purpose towards the suspected vessel, after having first hailed her to give notice of the intention. The verification will consist in an examination of the papers establishing the nationality of the vessel—nothing can be claimed beyond the exhibition of these documents.

7. To inquire into the nature of the cargo, or the commercial operations of the

vessel, or any other fact, in short, than that of the nationality of the vessel, is prohibited. Every other search, and every inspection whatever, is absolutely forbidden.

8. The officer in charge of the verification should proceed with the greatest discretion, and with every possible consideration and care, and should quit the vessel immediately that the verification has been effected, and should offer to note on the ship's papers the circumstances of the verification, and the reasons which may have led to it.

9. Except in the case of legitimate suspicion of fraud, it should never otherwise be necessary for the commander of a foreign ship of war to go on board, or to send on board a merchant-vessel. Apart from the colours shown, the indications are numerous which should be sufficient to satisfy seamen of the nationality of a vessel.

10. In every case it is to be clearly understood, that the captain of a ship of war who determines to board a merchant-vessel, must do so at his own risk and peril, and must remain responsible for all the consequences which may result from his own act.

11. The commander of a ship of war who may have recourse to such a proceeding should, in all cases, report the fact to his own Government, and should explain the reason of his having so acted. A communication of this report, and of the reasons which may have led to the verification, will be given officially to the Government to which the vessel may belong which shall have been subjected to inquiry as to her flag.

In all cases in which this inquiry shall not be justified by obvious reasons, or shall not have been made in a proper manner, a claim may arise for indemnity.

You will clearly understand that the foregoing instructions have reference only to vessels navigating under the French flag, and are intended mutually to prevent misunderstanding between the British and French Governments, but cannot affect the vessels of other nations with whom Great Britain has Treaties for the suppression of the Slave Trade, or deprive Her Majesty of the right to seize and detain vessels engaged in the Slave Trade, when not entitled to the protection of any national flag.

I am, &c.

No. 29.

Lord Napier to the Earl of Malmesbury.—(Received April 4.)

My Lord,

Washington, March 16, 1859.

IN conformity with your Lordship's instructions, conveyed to me in your despatch of the 15th ultimo, I have placed in the hands of the Secretary of State, the "Times" newspaper, containing a report of a speech delivered by your Lordship in the House of Lords, on the 14th of February, in regard to the measures contemplated for the verification of the nationality of vessels at sea, as well as for the suppression of the African Slave Trade, now so extensively prosecuted by the surreptitious adoption of the flag of the United States.

I pointed out, at the same time, to General Cass the erroneous passage in the report, by which your Lordship is represented to have affirmed that the United States had engaged to place ten steam gun-boats on the coast of Africa.

In acknowledgment of my communication, the Secretary of State has informed me that the view taken by your Lordship was marked by sound judgment, and dictated by a candid spirit, and that he highly appreciates your Lordship's sentiments and the explanations which you afforded to Parliament on the occasion referred to.

I have, &c.
(Signed) NAPIER.

No. 30.

The Earl of Malmesbury to Lord Lyons.

My Lord,

Foreign Office, April 21, 1859.

THE Duke of Malakoff has stated to me, that the French Government wish that your Lordship should be directed to join the French Minister at Washington,

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in inviting the United States' Government to adopt identically the instructions which have been provisionally agreed upon by the English and French Governments, for the common action of their cruisers, in regard to the verification of the nationality of merchant-vessels at sea.

I have, accordingly, to instruct your Lordship to acquaint M. Sartiges that you have been directed to place yourself in communication with him on this subject, and you will join with him in urging upon the United States' Government the adoption, identically, for American cruisers, of the instructions which have been provisionally agreed upon by the French and English Governments.

A copy of these instructions was transmitted to Lord Napier in my despatch of the 31st ultimo.

I am, &c.
(Signed) MALMESBURY.

No. 31.

Lord Lyons to the Earl of Malmesbury.—(Received May 10.)

(Extract.)

Washington, April 25, 1859.

THE day before yesterday I placed in General Cass's hand a copy of the amended instructions agreed upon between the Governments of Great Britain and France for the common action of their cruisers against vessels engaged in the Slave Trade. I had previously ascertained that the Comte de Sartiges had given to General Cass a copy of the French text of these instructions, in a similar manner, at a personal interview.

General Cass replied that he had just received from the French Government a paper for which he had been waiting; and that he should probably be ready to discuss the whole matter with me next week.

With respect to the special question which was propounded by the British and French Governments respecting the steps to be taken in the case of a vessel refusing to show any colours at all, General Cass told me that he could have no difficulty in assenting to the proposal that a boat should be permitted to go alongside; and further, that his own private opinion was that in case a ship refused to show her colours, it might be determined that the officer of a cruiser boarding her should incur no responsibility by so doing; but there might be objections to this which did not at the moment occur to him. He said that the Executive might issue orders on the subject to the collectors at the ports in the Union, and to the officers in command of the United States' cruisers, desiring them to urge masters of American ships to show their colours upon all proper occasions; but that the President had no power, without an Act of the Legislature, to impose penalties upon masters of vessels who should, notwithstanding, neglect or refuse to do so.

General Cass proceeded to remark that there were now few or no points of difference between the Governments of Great Britain, the United States, and France upon the Slave Trade: all now admitted that cruisers had no right to board vessels of a foreign nation; all were agreed that if the grounds of suspicion against a ship were serious and reasonable, no Government should raise a complaint if she should be boarded by mistake by a foreign cruiser, provided that the proceedings were conducted with proper precautions and due courtesy. He concluded by repeating that he should in a few days be prepared to enter upon the whole matter with me.

No. 32.

Lord Lyons to the Earl of Malmesbury.—(Received May 24.)

(Extract.)

Washington, May 10, 1859.

I HAD the honour, on the 7th instant, to receive your Lordship's despatch of the 21st ultimo, directing me to join the Count de Sartiges, the French Minister here, in urging upon the Government of the United States the adoption identically for American cruisers, of the instructions which have been provisionally agreed upon by the Governments of Great Britain and France, in regard to the verification of the nationality of merchant-vessels at sea.

I have the honour to inclose a copy of a note on the subject, addressed to General Cass yesterday, by the Count de Sartiges, as well as a copy of an authentic note sent in by me at the same time.

The only difference between the French note and mine (except that necessarily resulting from the different idioms of the two languages) consists in the omission by me of a reference made by M. de Sartiges to a note addressed to him by the American Government on the 25th of January last.

General Cass told me yesterday that it was his intention to make, in the course of this week, an answer to the communications which he received some time ago from the British and French Missions, on the general question of the verification of the nationality of merchant-vessels.

Inclosure 1 in No. 32.

The Count de Sartiges to General Cass.

Monsieur,

Washington, le 9 Mai, 1859.

J'AI eu précédemment l'honneur de vous communiquer les instructions que le Gouvernement de l'Empereur avait données aux officiers de la marine Impériale relativement au mode d'enquête de la nationalité des navires marchands rencontrés par des bâtiments de guerre.

Des instructions identiques, et qui vous ont été communiquées par M. le Ministre d'Angleterre à Washington, ont été également adressées aux officiers de la marine Anglaise.

Aujourd'hui le Gouvernement de l'Empereur, d'accord avec le Gouvernement de Sa Majesté Britannique sur la démarche à faire, comme il l'a été pour la rédaction des instructions aux officiers de la marine de France et de celle d'Angleterre, et s'en référant à l'esprit et à la lettre de la réponse que vous m'avez fait l'honneur de m'adresser le 25 Janvier dernier, me charge d'inviter le Gouvernement des Etats Unis à adopter pour les croiseurs des bâtiments de la marine Fédérale des instructions identiques à celles qui ont été provisoirement adoptées pour leur marine de guerre par les Gouvernements de France et d'Angleterre.

(Signé) DE SARTIGES.

(Translation.)

Sir,

Washington, May 9, 1859.

I HAVE already had the honour to communicate to you the instructions which the French Government had given to the officers of the Imperial navy respecting the method of verifying the nationality of merchant-vessels fallen in with by men-of-war.

Identical instructions, which have been communicated to you by the English Minister at Washington, have been likewise addressed to the officers of the English navy.

The Government of the Emperor, agreeing with Her Britannic Majesty's Government on the steps to be taken, as they did in the revision of the instructions issued to the officers of the French and English navies, and acting on the spirit and letter of the answer which you did me the honour of addressing to me on the 25th of January last, desire me to invite the Government of the United States to adopt for the cruisers of vessels of the Federal navy instructions identical with those which have been provisionally adopted by the Governments of France and England.

(Signed) DE SARTIGES.

Inclosure 2 in No. 32.

Lord Lyons to General Cass.

Sir,

Washington, May 9, 1859.

I HAD, some days ago, the honour to place in your hands a copy of the instructions which Her Majesty's Government have given to the officers of the Royal Navy, relative to the mode in which the nationality of merchant-vessels is to be verified by ships of war meeting them at sea.

Identical instructions have been issued to the French Navy, and have been communicated to you by the French Minister at Washington.

Her Majesty's Government being agreed with the Government of the Emperor as well in taking the present step as in drawing up the instructions lately issued to the officers of the British and French Navies, have directed me to invite the Government of the United States to adopt for their cruisers instructions identical with those which have been provisionally adopted for their own ships of war by the Governments of Great Britain and France.

I have, &c.
(Signed) LYONS.

No. 33.

Lord Lyons to the Earl of Malmesbury.—(Received May 30.)

(Extract.)

Washington, May 16, 1859.

I HAVE the honour to transmit to your Lordship herewith a copy of a note addressed to me on the 12th instant, by General Cass, in reply to the note dated the 9th instant, in which I invited the Government of the United States to adopt, identically for their own cruisers, the instructions agreed upon by the Governments of Great Britain and France, in regard to the verification of the nationality of merchant-vessels at sea.

In reply to the almost identic note presented by my French colleague, Comte de Sartiges, General Cass has transmitted to him a copy of this note to me, accompanied only by a short letter, of which also I have the honour to inclose a copy herewith.

Your Lordship will perceive that General Cass also officially communicates to me the note addressed by him to the Comte de Sartiges on the 25th January last.

General Cass discusses in his note to me various questions of principle. With regard to the special object of invitation, to which it is an answer, he says, that the United States will issue renewed instructions to its naval officers, and that a copy of them shall be furnished to me; but he does not engage that they shall be identical with those agreed upon by the British and French Governments.

I have not failed to remind General Cass that the instructions finally adopted by Great Britain and France are those which I placed in his hands on the 23rd ultimo, and that they slightly differ from the draft transmitted to him in Lord Napier's note of the 12th March last.

Inclosure 1 in No. 33.

General Cass to Lord Lyons.

My Lord,

Washington, May 12, 1859.

YOUR note of the 9th instant, in reference to the instructions which Her Majesty's Government have given to the officers of the Royal Navy, relative to the mode in which the "nationality of merchant-vessels is to be verified by ships of war meeting them at sea," has been received. A draft of these instructions had been communicated to me by your predecessor, Lord Napier, under date of the 12th of March last, with the hope expressed by his Lordship that they might prove "acceptable to the Governments of France and the United States." Instructions of a similar character had been also communicated to this Government by the Minister of France, and as expressing the general views of the President concerning them, I inclose a copy of my reply to that Minister, dated 25th January, 1859. Since that time I have received from Count Sartiges an extract from an official despatch of Count Walewski's, dated 13th April, which fully sustains the doctrines of my note of the 25th January, and the interpretation which, in conformity with those documents, I had placed upon the French project. There can no longer remain any doubt, therefore, that the United States, Great Britain, and France, are entirely agreed in reference to the principles which they hold respectively upon this important subject.

As stated in the draft furnished by Lord Napier, "no merchant-vessel navigating the high seas is subject to any foreign jurisdiction. A vessel of war cannot, therefore, visit, detain, arrest, or seize (except under Treaty) any merchant-vessel

not recognized as belonging to her own nation." And as a necessary consequence from this rule, it is added in the same draft that "in every case it is clearly to be understood that the vessel of war which determines to board a merchant-vessel must do so at her own risk and peril, and must remain responsible for all the consequences which may result from her own act."

These extracts, which fix the responsibility of every Government whose officers interrupt the voyage of a merchant-vessel upon the ocean, suggest very strongly the adoption by each Government of such instructions to its own officers, as will tend to make them appreciate this responsibility, and lead them to observe great caution in acting upon their suspicions against such a vessel. The same extracts supply a very just limitation, also in respect to the cases to which the instructions can, under any circumstances, apply.

Leaving out of view the crime of piracy, which happily is now seldom committed, the only instance (except under Treaty) in which a ship of war may be excused in visiting, detaining, arresting, or seizing any merchant-vessel bearing a foreign flag, is when such vessel is, for good and sufficient reasons, believed to belong, in fact, to the country of the visiting ship. A slaver cannot be detained by a foreign vessel because it is a slaver, unless the right of detention in such a case has been conferred by the Government to which the foreign vessel belongs. Except so far as it may have parted with it by Treaty, every nation has the exclusive care of its own flag upon the high seas.

The responsibility of each Government for its respective officers is thus very much limited by the comparatively small number of cases in which the detention of a merchant-vessel can under any circumstances occur.

The instruction submitted by Lord Napier seem very properly calculated to limit it still further; and in the exercise of a similar caution this Government will issue renewed instructions to its naval officers with reference to this subject, a copy of which, as soon as they shall have been issued, shall be furnished you, for transmission to London. In the meantime it is hoped that, by the substitution of steamers for sailing-vessels on the coast of Africa and Cuba, the abuse of either the American or the British flag for the purposes of the Slave Trade, may be effectually prevented.

Your Lordship will perceive from the inclosed copy, that this Government concurs with the Governments of Great Britain and France as to the propriety of an exhibition of her flag by every merchantman on the ocean, whenever she meets a ship of war, either of her own or any foreign nation. Just in proportion to the protection which she claims by virtue of her flag, should be the alacrity with which, on all proper occasions, she should display it; nor can I perceive the slightest reason why this duty should be avoided by any honest vessel.

This view of the subject will be made known to the merchant marine of the United States by circular letters from the Treasury Department to the Collectors of the Customs, who will request its observance from all merchant captains. The President has no authority to compel this observance, but he will not hesitate to promote it by any proper means which may be in his power.

In reference to the friendly approach of a suspected vessel for the purpose of observation, it is not perceived that any objection can exist to such a course, in cases where this is practicable, and where the suspicions are of such a character as to justify an observation at all.

The liberty of approach under such circumstances has been distinctly affirmed by the Supreme Court of the United States. In the case of the "*Mariana Flora*" (XI Wheaton R. i), the law was laid down as follows:—

"Merchant ships are in the constant habit of approaching each other on the ocean, either to relieve their own distress, to procure information, or to ascertain the character of strangers; and hitherto there has never been supposed in such conduct any breach of the customary observances, or of the strictest principles of the Law of Nations.

"In respect to ships of war sailing, as in the present case, under the authority of their Government, to arrest pirates and other public offenders, there is no reason why they may not approach any vessels descried at sea, for the purpose of ascertaining their real characters. Such a right seems indispensable for the fair and discreet exercise of their authority, and the use of it cannot be justly deemed indicative of any design to insult or injure those they approach, or to impede them in their lawful commerce. On the other hand, it is as clear that no vessel is, under the circumstances, bound to lie by or wait the approach of any other ship."

Ordinarily, the above observation of any merchant-vessel will very well point out its national character. There are numerous indications which, to the practised eye of a seaman, furnish conclusive evidence on this subject. Should a further examination in any case be thought justifiable, it is difficult to perceive how this is to be accomplished against the will of a suspected vessel by any peaceful mode. For such a case it is hardly practicable to make regulations in advance.

The rules which prevail in time of war to prevent conflicts between neutrals and allies, and belligerents, and even between armed vessels of the same nation, are not properly applicable to a state of peace; and every case of the kind referred to may, perhaps, be left most wisely to be determined by its own peculiar circumstances, under the general provisions of the law of nations.

Before closing this despatch, I take the liberty to advert, for a moment, to the single passage in the "Instructions," which I do not fully understand. It is the final paragraph of the draft inclosed to me by Lord Napier, in which allusion is made to the right of Her Majesty's officers "to seize and detain vessels engaged in the Slave Trade when not entitled to the protection of any national flag." The number of ships which go out upon the ocean without any nationality must be so inconsiderable, as hardly to deserve the notice even of this general exception; and the language may, possibly, be understood, therefore, as embracing those vessels which are induced, after capture, to throw their papers overboard, under the circumstances referred to in my note to Lord Napier of April 10, 1858, and my despatch to Mr. Dallas of February 23, 1859. The practice to which I allude is not one, I am persuaded, which can receive the sanction of the British Government; but as the objections to it are fully stated in the despatches just mentioned, I content myself with thus having recalled the subject to Lord Malmesbury's attention.

I have, &c.
(Signed) LEWIS CASS.

Inclosure 2 in No. 33.

General Cass to Count de Sartiges.

Sir,

Washington, January 25, 1859.

THE Memorandum which you left with me some weeks ago, in reference to the subject of verifying the national character of merchant-vessels on the high seas, should have received an earlier reply, had I not expected that a "project" upon the same subject would soon be presented from Great Britain, and that thus the two plans might be considered together. No proposition, however, from Her Majesty's Government has been received; and I understand from you, that the Government of France, before any further discussion of the subject with the Cabinet of Great Britain, prefers to ascertain, as far as possible, the general views concerning it of the Government of the United States.

Under these circumstances, I am instructed by the President to communicate to you his views upon this important subject.

In respect to the African Slave Trade, for whose protection the flags of different nations are sometimes prostituted, the position of the Government cannot require any explanation. The United States were among the earliest of the nations of the world to denounce the Traffic as unjust and inhuman, and it is still one of the highest crimes which are recognized by our laws. For the execution of these laws the President, I am instructed to say, will not hesitate to use the most efficient means at his disposal.

While, however, the President is thus earnestly opposed to the African Slave Trade, and thus determined to give full effect to the laws of the United States for its suppression, he cannot permit himself, in so doing, to concur in any principle, or assent to any practice, which he believes would be inconsistent with that entire immunity of merchant-vessels upon the ocean, in time of peace, for which this Government has always contended, and in whose preservation the commerce of the world has so deep an interest.

This is also the position, I am gratified to observe, of the Government of France. France, like the United States, recognizes no right of search or visit upon the high seas, except in time of war. France, like the United States, holds, in the language of your Memorandum, that "an armed vessel cannot visit, detain, arrest, or seize

any but such merchant-vessels as it ascertains to belong to the same nation to which the armed vessel itself belongs." France, like the United States, holds further, that while cases may exist of a fraudulent assumption of a flag, the verification of such a case must be made at the peril of the party making it, or, in the words of your Memorandum, "under all circumstances it is well understood that the armed vessel that may determine to board a foreign merchant-vessel, does so in every instance at its own risk and peril, and stands responsible for all the consequences which may follow the act."

While thus recognizing the immunity of merchant-vessels on the ocean, and the grave responsibility which is assumed by a ship of war when she boards a foreign ship in order to verify its flag, your Memorandum suggests some interesting views in respect to the caution with which such a verification should be pursued, and such a responsibility exercised.

I do not understand that the French Government desires to limit this responsibility, or to change in any way that rule of international law by which in time of peace an honest merchantman is protected on the ocean, from any visit, detention, or search whatever. Undoubtedly a ship of war may sometimes find a foreign merchant-vessel so surrounded by suspicious circumstances as to induce the belief that she is sailing under false colours; and in such a case the ship of war may think it right to adopt some proper measures to verify the suspected flag. If upon inquiry its suspicions are realized, no one has any right to complain. But if the suspected vessel turns out to be an honest trader, there can be no doubt that a trespass has been committed on her rights, which may or may not be excusable, according to the peculiar circumstances under which it was committed.

The burden of proof in every such case must necessarily rest upon the party committing the error, who will be bound to show, not only that his suspicions were reasonably excited, but that he exercised due caution and care in respect to their verification.

To reverse this rule, and throw the burden of proof upon the suspected party, or to hold that a ship of war can, under any circumstances, treat an innocent merchantman of a foreign nation as a guilty vessel, would be attended with very dangerous consequences, and is not, I repeat, what I understand your Memorandum to contemplate.

If I correctly understand the purpose of your Government on this subject, its only desire is to prevent the rights of merchantmen from being capriciously interfered with by the Commanders of ships of war, and to this end, as far as possible, to substitute the well-considered instructions of the Government for the hasty conclusions of its naval officers. There can be no doubt that this precaution is eminently desirable, and that every Government should take care so to instruct its naval Commanders as to prevent, as far as possible, any improper interference at sea with the merchant-ships of other nations. Such instructions are manifestly necessary, not only with reference to the general interests of commerce, but also to avoid those claims for redress which are sure to arise, whenever a merchant-vessel of one country is improperly visited or detained by a public vessel of another country.

In the general features of these instructions, it is natural to suppose that the commercial nations of the world will be essentially in agreement. Your Memorandum, for example, suggests that when a ship of war and merchant-vessel meet on the high seas, the latter should not refuse to display her flag, and certainly such refusal, in the absence of any satisfactory explanation, would be a suspicious circumstance.

Other suspicious circumstances may exist at the same time, which may lead the ship of war to pursue the mode of verification pointed out in your Memorandum; and if the case is one where any verification at all is to be pursued, the measures for this purpose suggested in your Memorandum are calculated, it seems to me, to accomplish the object with the least possible difficulty. But both France and the United States agree that these measures, or any similar measures, can only be employed at the risk and peril of the party using them, who is bound to show, in every case of erroneous suspicion and visit, such extenuating circumstances as will reasonably satisfy the injured party.

To determine in advance precisely what circumstances may be regarded as a sufficient warrant for doubting the nationality of a merchant-vessel, appears to me quite impossible; and every case may perhaps be safely left to be determined by itself.

I have thus stated the general views of the President upon the subject of your Memorandum; and I do not make a more detailed reply, because I am not quite sure whether I have correctly interpreted the views and wishes of your Government. To agree upon any plan of verification which would change the rule of international law, and authorize in advance the commission of a trespass, is a very different thing from merely assenting to certain modes of proceeding as being reasonable and proper in a given case. The former would be alike objectionable, I am persuaded, to France and the United States. The latter would be far less objectionable, and, as I have already said, the precautionary instructions of different nations to their naval Commanders respectively, would not probably be very dissimilar in their general features.

If these instructions were interchanged among the Governments most interested in the subject, a sufficient degree of uniformity might possibly be obtained, without any special arrangement upon a detailed plan.

I avail, &c.
(Signed) LEW. CASS.

Inclosure 3 in No. 33.

General Cass to Count de Sartiges.

Sir,

Washington, May 12, 1859.

YOUR note of the 10th instant, in reference to the instructions which France has issued to its naval officers, relative to the mode of recognizing the nationality of merchant-vessels meeting them at sea, has been received. In the communication which I addressed to you, under date of January 25, the general views of the President on this subject were fully stated, and I am glad to learn that these views are cordially sustained by the Government of France. On the 12th of March last, I received from Lord Napier a copy of the instructions on this subject, which were proposed to be given by the Government of Great Britain to the officers of Her Majesty's navy, and which, I am informed by Lord Lyons, have since been issued. These instructions are similar in their character to those which accompanied your note of December last; and in further explanation of the views of the President concerning them, I inclose herewith a copy of a note this day addressed on the subject to Lord Lyons.

As soon as the instructions, there referred to, to the officers of the navy of the United States have been determined on, a copy of them will be forwarded to you for transmission to Paris.

I avail, &c.
(Signed) LEWIS CASS.

**CORRESPONDENCE with the United States
Government on the question of Right
of Visit.**

*Presented to both Houses of Parliament by Com-
mand of Her Majesty. 1859.*

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